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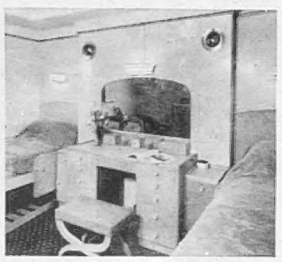

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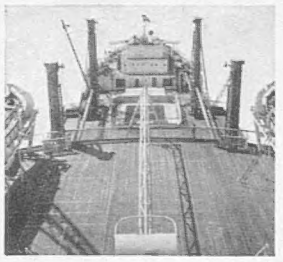

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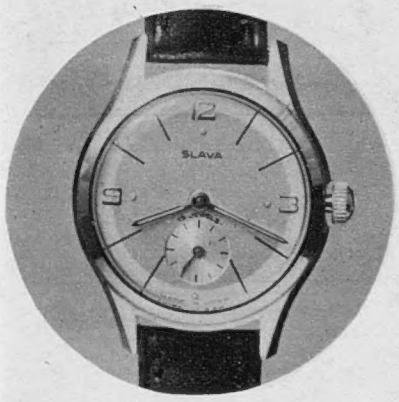
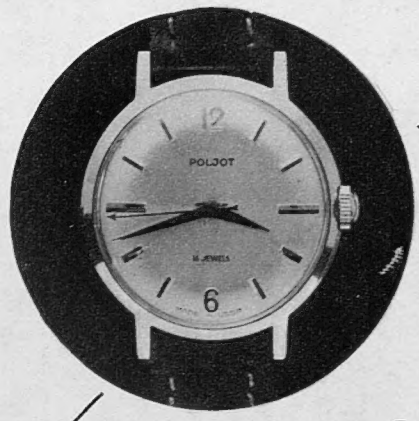
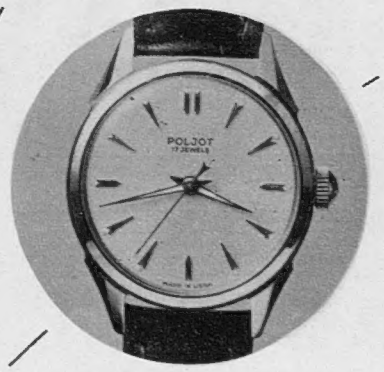




from Russia . . .



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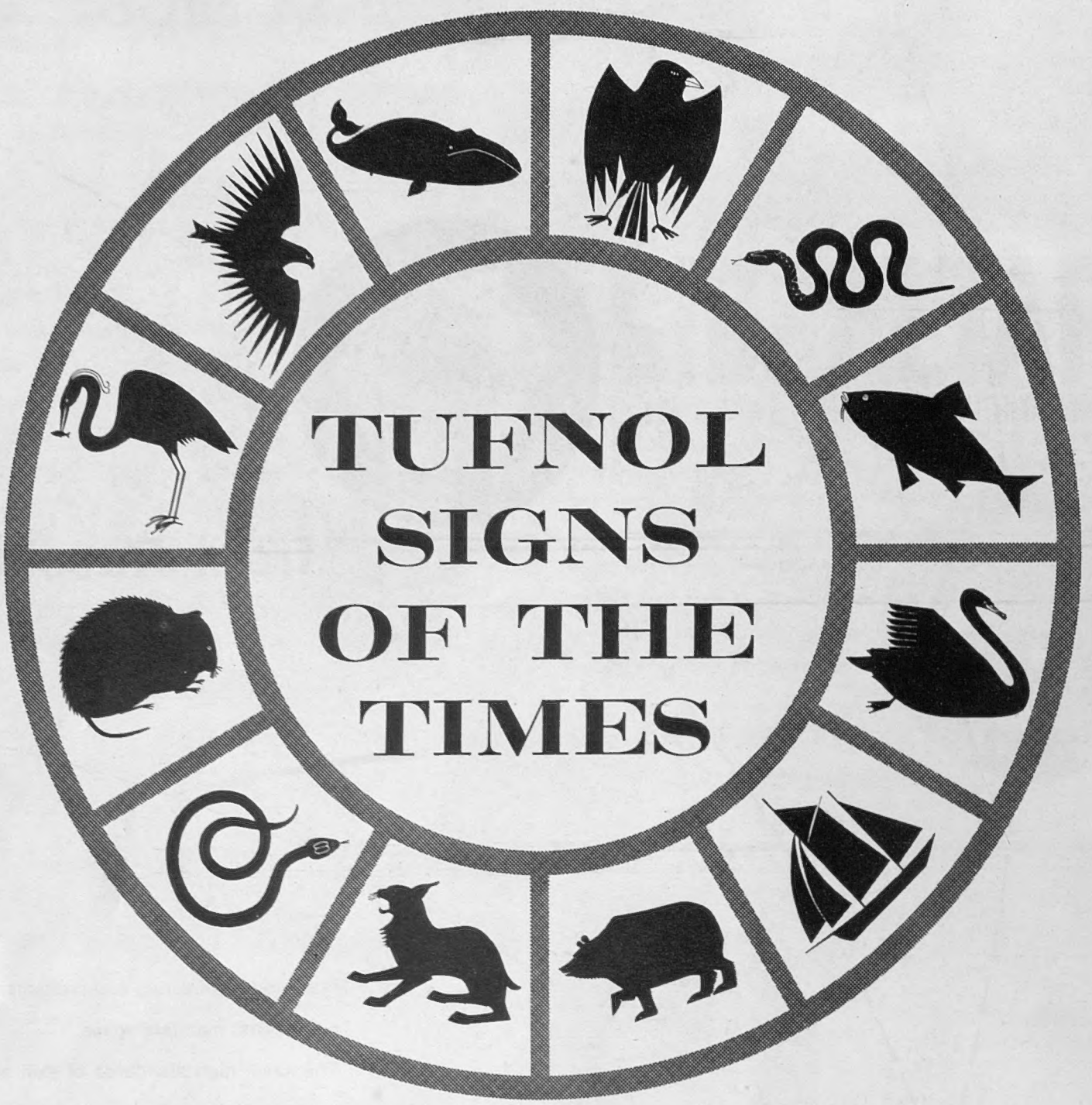

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Volume CCXLV No. 3186

THE SPHERE

LONDON, June 24, 1961

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ROYAL RACE AT ASCOT

The Queen gallops on a grey on the course at Ascot. She and other members of her house party had ridden over from Windsor Castle on the morning of the final day of last week's meeting. Having cantered up the straight they lined up at the four-furlong post for an impromptu race. The Queen came in seventh. Princess Alexandra was one of three riders who were concerned in what appeared to be a "photo finish" for first place. Others in the race included the Duke and Duchess of Gloucester, the Duke of Beaufort, Lord and Lady Porchester, Lieut.-Col. J. M. Miller and Major-General Dawnay, Clerk of the Ascot Course. The horses received their prizes—carrots from the Queen in the Royal enclosure—before the Royal party went back to Windsor. Later in the day the Queen returned along the course in the Royal carriage procession. Among those accompanying her was Queen Elizabeth the Queen Mother, whose foot injury—a crack in a small bone—had sufficiently recovered for her to attend. (Pictures of the earlier days of this year's Royal Meeting at Ascot are on pages 488 and 489.)

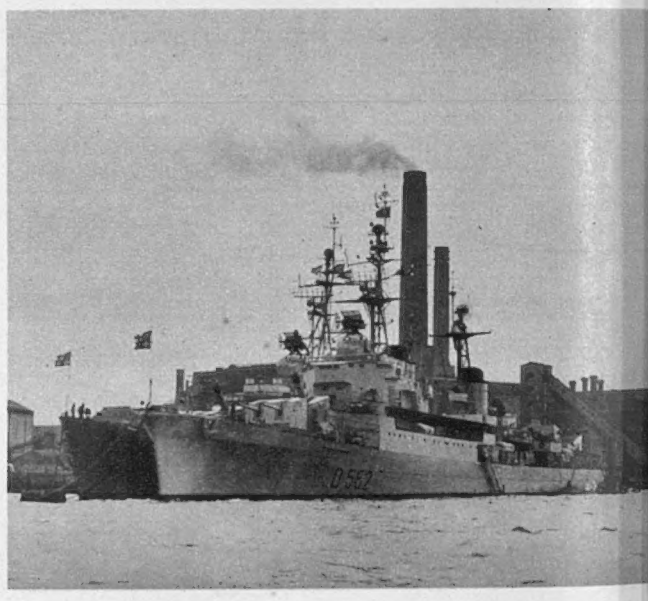
Postage: Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

A Royal Air Force team treks through the snow high up in the mountains of the Austrian Tirol. During a five-day service expedition, members of the R.A.F. in Germany each climbed a total of over 35,000 ft. They were split into three parties of ten volunteers each. The climbing was part of R.A.F. Germany's training programme, which already this year has sponsored schemes for underwater exploration in the Mediterranean, canoe trips along the Rhine, and treks across the Alps and through Norwegian Lapland. One of the requirements of these expeditions is that they should be "of a rigorous and testing nature and may sometimes be hazardous"

ROYAL AIR FORCE VOLUNTEERS ON AN ARDUOUS CLIMB IN THE AUSTRIAN TIROL

Lying alongside Harumi Pier in Tokyo, H.M.S. *Belfast* is dressed overall in honour of the Queen's Birthday. To celebrate the occasion the ship's band played on the quarterdeck. H.M.S. *Belfast* is the largest cruiser in the Royal Navy, and displaces 14,930 tons fully loaded. She was on a routine visit to Tokyo while stationed in the Far East

A ROYAL NAVY CRUISER IN TOKYO

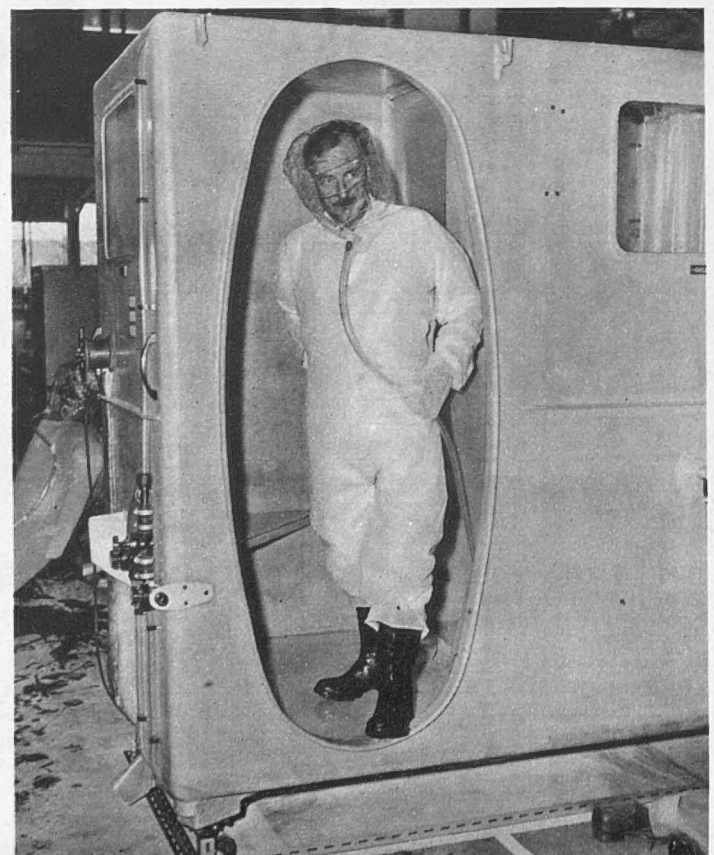


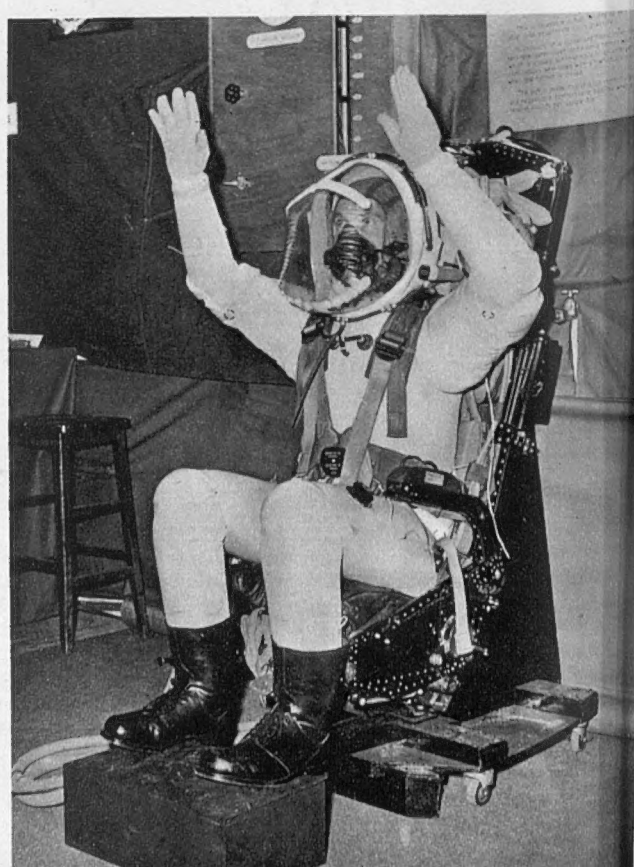
Far right: Anchored at Greenwich are two Italian warships, *San Giorgio* and *Indomito* (nearly hidden). They visited London last week at the invitation of the Admiralty in return for the Italian hospitality offered to British vessels. *San Giorgio*, a destroyer leader, and *Indomito*, a destroyer, are the first operational Italian warships to visit London since the war

ITALIAN DESTROYERS IN LONDON

TWO KINDS OF PROTECTIVE SUITS

A scientific assistant, in his protective suit, stands under a shower, having left a contaminated area, during a demonstration of the research being carried on at the Atomic Energy Research Establishment at Harwell, Berks. The station is concentrating on basic research now that the development of nuclear reactors has been transferred to the Industrial Group and the Winfrith Heath research station; and research on isotopes is undertaken at the Wantage Research Establishment. **Far right:** At the Ministry of Aviation's Royal Aircraft Establishment at Farnborough, a fully pressurised suit is demonstrated. It enables a pilot to remain at high altitudes after loss of aircraft cabin pressure





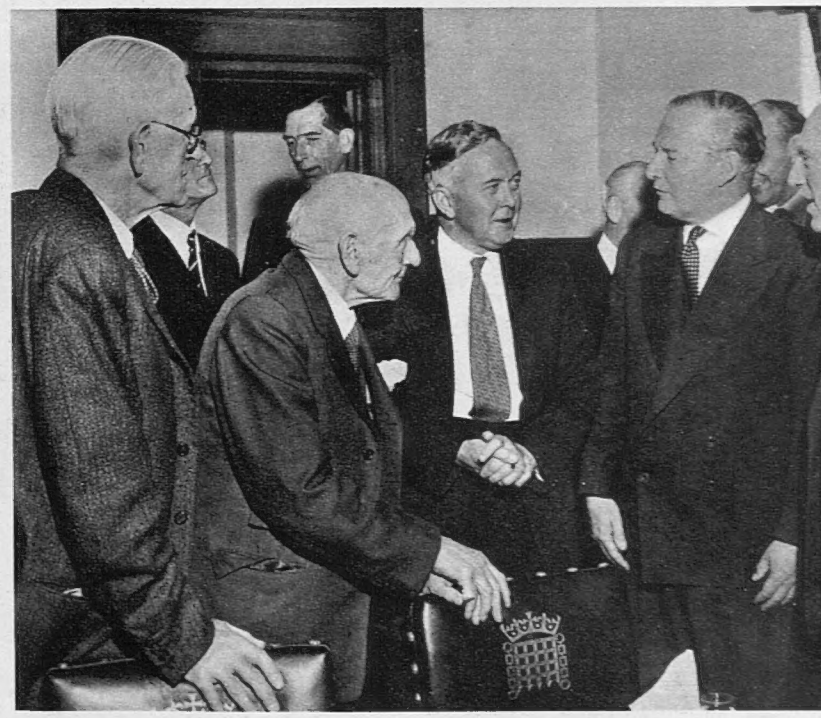
THE NEWS IN PICTURES

DRINKING THE QUEEN'S HEALTH IN CAPE TOWN—DR. VERWOERD AND THE BRITISH AMBASSADOR

The Prime Minister of the Republic of South Africa, Dr. Verwoerd, proposes a toast to the Queen at the official reception in the British Embassy in Cape Town to celebrate the Queen's Birthday. Right is the British Ambassador, Sir John Maud. He responded with a toast to the new South African Republic. Last week, Senator Jan De Klerk, South African Minister of the Interior, moved in the Assembly in Cape Town the second reading of a Bill to change the name of the public holiday from the "Queen's Birthday" to "Family Day." The bill had already been passed by the South African Senate

MRS. FURTSEVA AND MR. HEATH

The Lord Privy Seal, Mr. Edward Heath, stands with Mrs. Furtseva, the Soviet Minister of Culture, on her arrival as his guest at luncheon in Carlton Gardens, in London. Mrs. Furtseva flew to London from Iceland, with her nineteen-year-old daughter Svetlana, for a short official visit. The purpose of her stay was to discuss further development of cultural ties between Russia and Britain



A CENTENARY DINNER IN THE PALACE OF WESTMINSTER

Far right: From left at the Centenary Dinner of the Committee of Public Accounts in the House of Commons are Sir George Benson (chairman, 1952-59); Lord Pethick-Lawrence (chairman 1938-41); Mr. Harold Wilson (the present chairman); Mr. Selwyn Lloyd, the Chancellor of the Exchequer; and Lord Clitheroe (chairman, 1948-50). Lord Clitheroe was formerly Mr. Ralph Assheton, M.P.

AFRICAN TUSKS FOR MR. KENNEDY

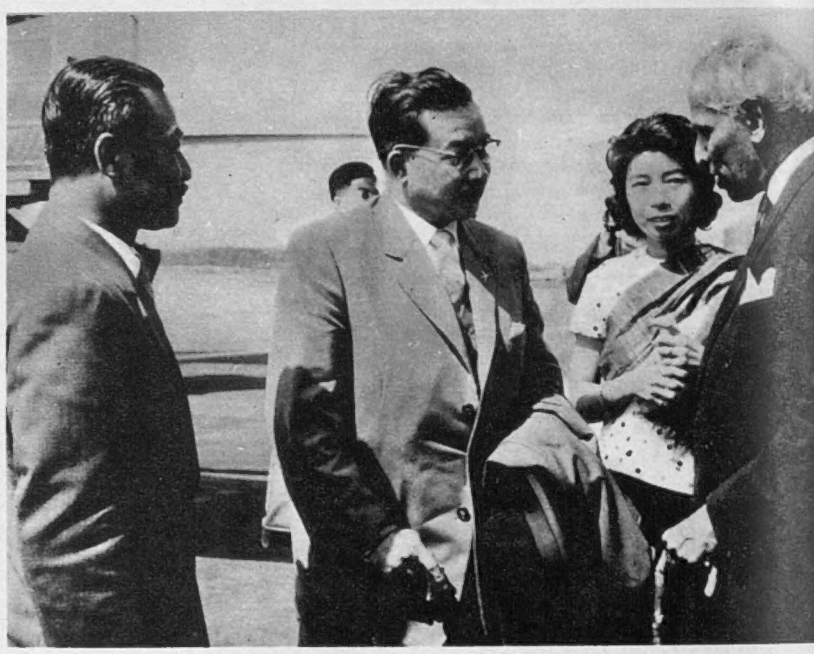
In the White House in Washington, Abbé Fulbert Youlou, President of the Republic of Congo (the former French Congo), presents a pair of elephant tusks to President Kennedy. In return, Mr. Kennedy gave his guest a bust of Abraham Lincoln. The Abbé was on a two-day visit to the U.S.A. and was one of a number of visitors received earlier this month by President Kennedy, in spite of his back ailment. Among others was Signor Fanfani, the Italian Prime Minister. In the middle of last week it was stated that Mr. Kennedy was being treated with ultra sound wave vibrations and hot pads and would soon be walking without aid of crutches. He was able to drive to the airport to meet Mrs. Kennedy on her return from her holiday in Greece. She is seen on **far right** with Mr. Karamanlis, the Greek Prime Minister, and his wife in the ruins of the temple of Poseidon at Sounion, forty miles from Athens. Mrs. Kennedy had flown to Greece from London

MRS. KENNEDY DURING HER VISIT TO GREECE

THE NEWS IN PICTURES

Billowing smoke rises from a pier on the Hudson River in New York, as fireboats fight the flames. Running across the centre of the picture is the elevated West Side Highway, one of the city's main traffic routes. It was closed for some hours by the fire on the long wooden railway pier, which is used by the New York Central Railroad to store empty goods wagons. Eight of these wagons were destroyed in the blaze, but no injuries were reported

A FIERCELY BURNING FIRE ON A NEW YORK RAILWAY PIER



Mr. Gromyko, the Russian Foreign Minister, and Marshal Chen Yi, the Chinese Foreign Minister, are surrounded by journalists on Mr. Gromyko's return from Moscow to the Geneva Conference on Laos. **Far right:** At the airport at Geneva, Mr. Krishna Menon (right), the Indian Minister of Defence, welcomes Prince Souphanouvong (left), the leader of the Communist Pathet Lao, and Prince Souvanna Phouma, the neutralist ex-Premier of Laos. The two Princes are half-brothers. At the beginning of this week, the Royal Laotian Government's representatives proposed to the neutralists and the pro-Communists that King Savang Vatthana should lead a Government of National Reconciliation. This would be a coalition under the King which would include all parties in Laos

LEADING FIGURES CONCERNED IN THE FOURTEEN-POWER GENEVA CONFERENCE ON LAOS

CONGOLESE DIPLOMAT TRAINED IN GERMANY

Above: At the Foreign Office in Bonn, Mr. Timothé Equapo, a Congolese diplomat, pays a farewell visit to Herr von Brentano, the West German Foreign Minister. For six months Mr. Equapo trained in the protocol department of the Foreign Office before taking up his duties as Chief of Protocol in Leopoldville

Right: At a conference at the Allied Air Forces Headquarters at Fontainebleau, France, Brig.-General E. Kusserow, of West Germany, lectures on aircraft penetration of defences of Nato countries, before a combined air exercise. Listening are top-ranking officers of the R.A.F., U.S.A.F. and French Air Force

A TOP-LEVEL LECTURE TO THE WEST BY A GERMAN OFFICER

NEWS SUMMARY

Lord Home replies to Mr. Khrushchev; Common Market week-end at Chequers; a strong U.S. note to Russia; independence date for West Indies; farmers' agitation in France

INTERNATIONAL

Mr. Khrushchev, in his report on radio and television from **Moscow** last week, dealt for the most part with Berlin and Germany and restated the views he had expressed in his memorandum to President Kennedy during their Vienna meeting. In his broadcast the Soviet Prime Minister declared a settlement on Germany must be reached " this year." If Russia found it necessary to sign a separate peace treaty with East Germany, any infringement of East German territory by the West would mean " war—nuclear war." The Western attitude was expressed by Lord Home during his tour of the United States. Speaking to members of Harvard University at **Cambridge,** Massachusetts, the British Foreign Secretary declared the West sought no change in Berlin nor had the Western powers any expansionist ambitions there. Russia seemed " prepared to endanger world peace to upset a situation which has existed perfectly well for the past fifteen years."

Lord Home also dealt with Mr. Khrushchev's demand for a triumvirate of one Western, one Eastern and one neutral representative to control the United Nations Secretariat. This was an attempt by Russia to put their nominee into the Secretariat to express, promote and exploit their ideological and political points of view to influence the balance of power. Such a move would mean " the end of the United Nations as we know it today."

As result of the preparatory conference in **Cairo** for the " Summit of Neutrals," it is expected that over twenty heads of state will be invited to attend the meetings in Yugoslavia at the beginning of September. The convenors of the " Summit " have defined a neutral or non-aligned state as one which does not belong to any of the Western or Eastern military alliances (e.g., Nato or the Warsaw Pact); which is not in military alliance with any Great Power, and which follows a policy of peaceful coexistence. (Yugoslav Communists, as opposed to Russian Communists, hold that peaceful coexistence should be a matter between individual states and not between blocs of nations holding different ideologies.)

GREAT BRITAIN

Seven senior Ministers spent last week-end with Mr. Macmillan at **Chequers** studying the question of Britain's participation in the Common Market and the effect of such a move on British relations with the Commonwealth and the European Free Trade Association, of which Britain is a member. Among those present were Mr. Sandys, Commonwealth Relations Secretary, and Mr. Thornycroft, Minister of Aviation, who are shortly to tour Commonwealth capitals for economic discussions. A third Minister, who had not been named over the week-end, is to go with them.

(In America Lord Home made a prepared statement about Britain and the Common Market. He said Britain would not join at the cost of sacrificing Commonwealth countries or of weakening the Atlantic Alliance.)

THE UNITED STATES

The need for agreement without delay on a treaty for banning nuclear tests was urged on Russia in a Note sent by the United States from **Washington** last Sunday. The Note blamed the Soviet Union for the deadlock to date in the Geneva Three-Power Conference and indicated that if no agreement is reached America might feel obliged to restart nuclear bomb tests. (At the start of the Geneva talks a moratorium on tests was agreed.) The United States also rejected Mr. Khrushchev's proposal that the question of testing should be brought into wider negotiations on general disarmament.

WEST INDIES

After the West Indian constitutional conference had ended at Lancaster House, **London,** it was announced by the Colonial Office that the provisional independence date for the West Indian Federation would be May 31, 1962. The plans produced at the conference are subject to acceptance by the West Indian Legislatures. In the same statement, the West Indies expressed the desire to become on independence a member of the Commonwealth.

A further conference in London at the beginning of next year will deal with defence, financial and economic problems in the islands. Although general agreement has been reached, there remains a number of difficult problems to be settled before independence is accepted throughout the West Indies. These arise from the unequal distribution of population, wealth and acreage in the islands. Jamaica has half of the Federation's 3,000,000 people and was the first to achieve full internal self-government. (This status is only now to be granted to the smaller islands.) There are fears that if free movement of population is allowed labour will leave the smaller, poorer islands for the large islands, like Trinidad, and aggravate the possibilities of unemployment.

NORTHERN RHODESIA

Speaking at **Kitwe,** Mr. Kenneth Kaunda, President of the United National Independent Party, gave an outline of his " master plan " to be put into effect if new constitutional proposals for Northern Rhodesia contain concessions to Sir Roy Welensky. He said that it might be necessary to bring the colony to a standstill by a withdrawal of labour, but continually emphasised the need for non-violent action. His " master plan " was drawn up after the visit of the Governor of Northern Rhodesia, Sir Evelyn Hone, to London last week. Sir Evelyn had discussions with the Colonial Secretary, Mr. Macleod, on the modifications to the White Paper on Northern Rhodesia's constitutional future. These had been drawn up by the Governor after months of discussion with political leaders. It was widely believed in Northern Rhodesia that the modifications would allow the United Federal Party of Sir Roy Welensky, the Federal Premier, a good chance of being returned to power. The changes involved altering the balance of the electoral rolls. Last Monday, Mr. Macmillan called a meeting of senior Cabinet Ministers and Sir Evelyn Hone to discuss the Northern Rhodesian situation. Mr. Macleod was to make a statement in the Commons later.

FRANCE

The campaign of agitation by farmers in Brittany showed no signs of abating at the beginning of this week and there were indications that demonstrations would spread to farming areas of Normandy and Central France, wine-growing districts in the South, and tobacco districts of the South-West. In Brittany, protest meetings have been held in many small towns, the farmers blocking the roads with tractors and scuffling with the police. The agitation is aimed at securing immediate implementation of last year's Bill to give the farmers the same standard of living as the rest of France. A number of emergency measures were announced by the French Government to alleviate the crisis brought on by a slump in prices following over-production.

At Querea, near Lorient, on the southern coast of Brittany, Breton farmers up-end carts across the railway-line during the wave of unrest following the slump in farm prices

SOUTH TIROL

Throughout last week there were terrorist outrages in the Province of Northern Italy. Signor Scelba, the Italian Minister of the Interior, speaking at **Bolzano,** said the Government did not identify the terrorists with either ethnical group. (There are about twice as many German-speaking inhabitants in South Tirol as Italian-speaking.) The origins of the crisis lie in the claim of South Tirol to be detached from the autonomous region of Trentino-South Tirol and to be given separate status. At **Turin,** on June 24, Signor Scelba is due to resume talks on this problem with the Austrian Foreign Minister, Dr. Kreisky.

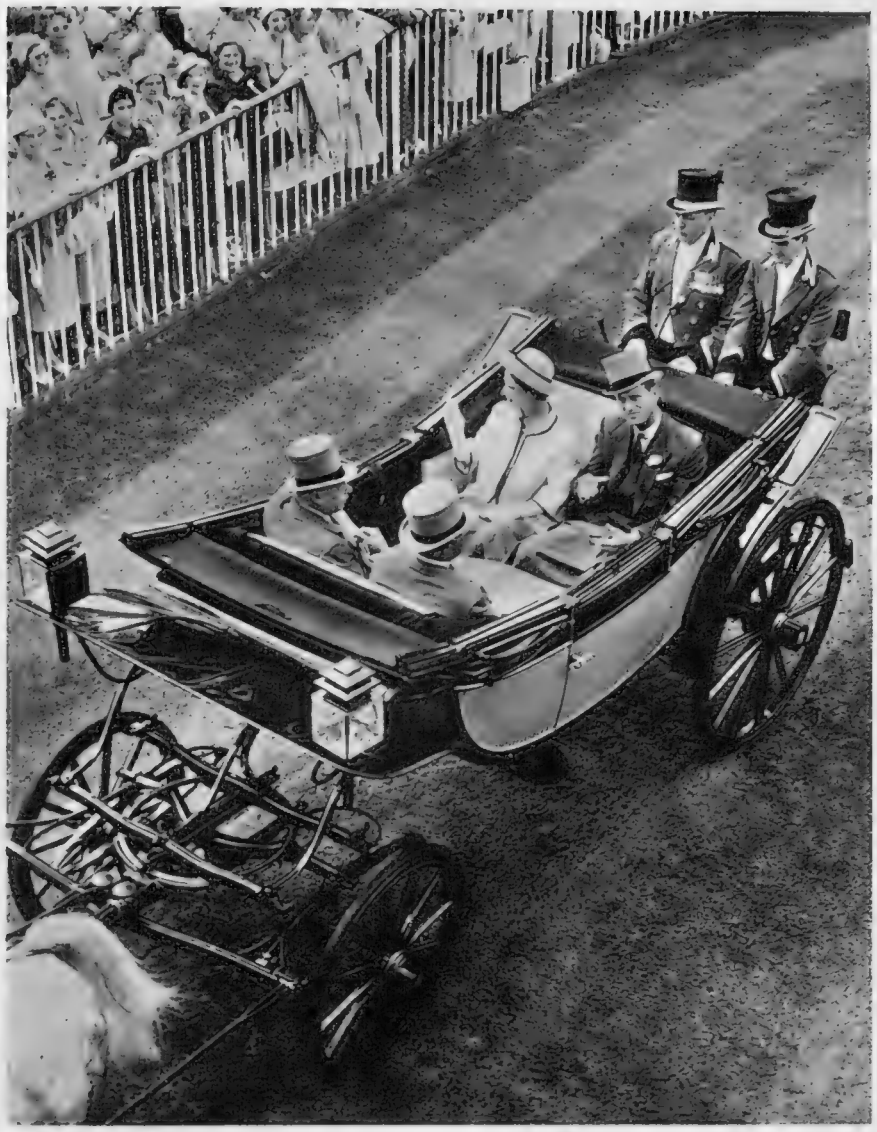
Led by the Queen and the Duke of Edinburgh, the Royal procession drives along Ascot race course for the opening of the meeting. The new stand is in the background

ROYAL ASCOT

As usual, the Queen and other members of her family attended the Royal Ascot meeting last week. Unfortunately the Queen Mother was unable to be present owing to an injury to her foot. This year was the first occasion Mr. Armstrong-Jones drove in the Royal procession from Windsor. As the carriages came to the end of the course they passed the massive new grandstand, which has 280 private boxes and 1,500 other seats and is equipped with escalators, the first on any English race course.

The Queen had a highly popular victory in the Coronation Stakes when Aiming High, ridden by Lester Piggott, won from favourite Opaline. This compensated for the defeat of her filly, Augustine, in the Ascot Stakes. Piggott also triumphed in the Gold Cup on Pandofell. English-trained horses took first four places, routing the fancied French entry.

Lester Piggott rides Pandofell to victory in the Gold Cup. **Right:** He brings the Queen's horse Aiming High (left) home by half a length in the Coronation Stakes



The Queen and the Duke of Edinburgh arrive from Windsor on Ladies' Day

Princess Margaret and Mr. Antony Armstrong-Jones drive in an open carriage with the Princess Royal

Right: Sir Winston and Lady Churchill leave their London home for Ascot. He had flown from France to attend the meeting

Below: A general view of the Ascot unsaddling enclosure at the end of a race on the first day

JOHN CONNELL

BRITAIN AND THE COMMON MARKET

The great debate has begun. After months of muffled discussion on one side, and muddled, though strident, abuse on the other, the people of Britain—and the Press of Britain—are now being confronted with the fact that Parliament is moving, however hesitantly, towards one of the most historic decisions of our time. The economic implications of Britain's entry into the European Common Market are numerous, complex and eminently arguable; yet the political implications are what matter, because economic situations change frequently, and prosperity shifts back and forth, but the political decisions which attach to entry into the Common Market are virtually irrevocable.

It is likely, therefore, that this issue is going to be in dispute for many weeks and months to come. There can be no rushing it; and there ought to be no hint of that ugly atmosphere, mingling haste, evasiveness and embarrassed duplicity, which has from the late 1940's onwards enveloped successive transfers of imperial power and responsibility. If our politicians cannot be candid and straightforward about this, then our Parliamentary democracy has rotted at the centre. It is a salutary beginning to the debate that it cuts clear across the Party lines, and has already produced some startling new alliances. Here, indeed, if the rigours of Party discipline are not imposed, is a chance for a regeneration of British political life, and an escape from the sterile futilities with which the House of Commons has, in recent years, become obsessed. Men must search their instincts as well as their interests; and this, provided it is relentless enough, can be a healthy process.

We have in us a deep instinct towards Europe. For 400 years Britain was a Roman province. In the re-emergence from barbarism, we fought and made alliances in Europe, for European causes; despite our sea frontiers we had our outposts and our salients in Europe, as Europe had hers in our islands. To a Scot like myself the Auld Alliance is not just a sentimental evocation of racial memory; it affects profoundly my contemporary attitude towards France. For Ireland, even through the sad centuries of serfdom and degradation, the ties with Europe were even deeper. The English, of course, have always had a strong isolationist streak in them, even in their most expansive phases, and a rough contempt (which the Irish and the Scots do not share—the Scots expend theirs on the English) for their neighbours.

However, despite the goddams, and the far from negligible sections of our society whose conviction it is that the Wogs begin at Calais, the sense of being part of Europe, yet apart, has persisted. If the Churchillian analysis is correct—and I believe it is—we fought war after war to preserve the balance of power in Europe; and when our flyaway start in the Industrial Revolution, combined with the effective fighting strength of the Royal Navy, gave us a century of world hegemony, we used that hegemony to maintain the balance of power because we were convinced that this was the best way by which to preserve peace.

In our utterly changed situation, in this latter half of the twentieth century, with the Scientific and Technological Revolution outstripping the Industrial Revolution, and with the Royal Navy dwindled to the size of an American tactical task force, we are still aware of the tug of our long, long association with Europe. In our end as an island people is our beginning.

In the meantime, however, in the epoch of our hegemony and our expansion, we (just as the Romans did, though not with their skill and majestic thoroughness) have multiplied our Britains overseas; we have —in the exact sense—colonised. Our first sizeable empire, the thirteen colonies of North America, broke away and the superficial cause of the breakaway, it must be remembered, was politico-economic. In the nineteenth century we avoided, in another expansionist phase, the mistake of taxation without representation. Canada, Australia and New Zealand passed so swiftly through the phases of nation-building which had taken us centuries, that by the First World War they were able to emerge as fully-fledged sovereign states.

In the processes of building an Empire and transforming it into a Commonwealth, we in Britain created ties with the peoples of these countries. These ties were and are of the heart and the spirit, far more than they were or are economic or political. The descendants of those who went overseas have a knowledge of links with Britain which the roughest of rough usage has hitherto not been able to destroy. Their horizons may have widened, and their accents sharpened, but they are kin of our kin, they are our brothers and our sisters. Why anyone should try to blur this simple fact I have never been able to discover.

Now, such is the pace at which history moves, that even before the issue of British settlement in Africa is resolved, we are confronted with an even more momentous decision. For my own part, I do not accept the extreme argument of those opposed to our closer association with the Six that we shall lose our national identity. Nor do I think that we shall be expected immediately to abandon the Commonwealth. But these fears are being aroused—and they are legitimate fears, which cannot be brushed aside with an urbane joke—or a not so urbane sneer —at Question Time.

Sir Anthony Eden addresses a Young Conservatives rally at Wetherby, Yorkshire—a "direct, simple and intensely important" speech

A letter to *The Times* last week, urging the Government to refrain from either signing the Treaty of Rome, or associating themselves with the Common Market until arrangements have been made to insure that the Commonwealth does not suffer thereby, was signed by sixteen M.P.s ranging from the right wing of the Conservative Party to the extreme left wing of the Labour Party, and including highly respected Privy Councillors from both sides. It is greatly to be hoped that they were knocking at an open door. This is not, and need not be edged into becoming, an absolute choice. The greatest political and diplomatic skill and patience are required, not adroitness, cleverness and slick salesmanship. All the more impressive and valuable, therefore, seems Sir Anthony Eden's first major statement on national policy since his retirement. It was direct, simple and intensely important.

"It remains true," Sir Anthony pointed out, "that no British Government can enter into engagements which do not fully honour its obligations to those who have stood by us in good times and in bad with a loyalty beyond compare in the history of the world." I can, I must admit, think of lonely, imperilled farmhouses in the uplands of Kenya, where those words have a rueful ring out of a past which Britain seems apt to forget. But I still go on hoping that they can prove valid in 1961.

On the Common Market Sir Anthony's words deserve the most careful and protracted pondering: "If this country cannot be told with any certainty what the implications of the Rome Treaty *will* be, it should be told what they *can* be. It should then declare how far it is prepared to go. What we must not do is to join any organisation without a full understanding of its implications, and then find ourselves being swept further than we intended. Once the decision is taken it will be too late to complain."

Timing and truthfulness are of the essence of this matter. There will be those who will hotly deny the need of any closer association by Britain with Europe. There will be those who, without doubt, will try to drag or push us far further than we desire to go. In the past fifteen years we have endured a great deal of dragging and pushing, largely because our own minds and hearts have been confused, and we have bungled our timing. Over this great issue we must try to resist our most persistent malady—that of doing too little too late. But will we?

("*The Sphere*" *Industrial Correspondent writes on the economic implications of joining the Common Market on page 511.*)

Prince Rainier and Princess Grace of Monaco stand knee-deep in long grass near the bank of Lake Pollaphuca, in County Wicklow, part of the main hydro-electric scheme for Dublin. The Monegasque Royal couple arrived on their official visit to the Republic of Ireland at the beginning of last week. It was the first time that the Republic had officially received Royal visitors since it became independent. At the beginning of their stay in Dublin, Prince Rainier and Princess Grace were given a tumultuous welcome. Huge crowds jammed O'Connell Street as they arrived for a banquet and ball at the Gresham Hotel and a number of people were injured in the crush and treated in hospital. Among the official engagements on the following days was a State reception in Dublin Castle. The Royal couple visited housing schemes and children's hospitals in the city and went to the Zoological Gardens in Phoenix Park. At the end of the official stay, Prince Rainier and Princess Grace were joined by their children, Prince Albert, aged three, and Princess Caroline, aged four, for a private tour of Ireland

ROYAL VISITORS IN EIRE

b

A section of the new Lambeth Palace Road by St. Thomas's Hospital on the South Bank of the Thames, London. Lord Fisher of Lambeth, former Archbishop of Canterbury, opened the first stretch of the new road to traffic in a ceremony last week. It forms part of a £232,000 improvement scheme at the approaches to Westminster Bridge, designed to allow St. Thomas's to expand and to be a section of the L.C.C. scheme for redeveloping the South Bank

At the sale of Old Masters at Sotheby's, in London, a portrait which was the property of the Duke of Leeds, was bought by Wellington the day after the battle of Salamanca in 1812. From which this painting is one. Questions were to be asked in

Lord Fisher cuts the ribbon opening the new road

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

SCOTLAND IN JUNE. I have visited Scotland almost every year since 1890—a few war years excluded; but not until this year have I ever seen it in June. For seventy years I have had to take it on trust that the broom blows bonny in the North Countrie. Now at last I have confirmed it, and find it worth a note. The road north from Perth to Inverness has been improved, straightened and levelled gradually, and in June, at any rate, is now a joy to travel. Starting early from Perth, one travelled almost alone; one caravan and three lorries were all the heavy traffic passed, and from Dunkeld to Carr bridge that once rough and winding and often dark road has (in June) become a dream road for the traveller who takes his holiday early and starts his day early. It is pleasant for a change to be able to average 40 m.p.h. on a 100-mile journey in Britain, and if only because the road is so lovely one prefers sauntering to steady progress at over 50 m.p.h. No doubt A1 is everywhere improved beyond measure and the long dreary stretch from Doncaster to Scotch Corner now offers the same facilities for a 40-m.p.h. or higher average, with much less inducement to linger. But in June, at any rate, the joys of the improved A1 begin north of the border and I am glad at last to have found that ideal motorway conditions are still possible in Britain on a June forenoon. And the broom in Scotland in June is not the only attraction of the road to the Isles, though that broom, I am told, never blew bonnier than this year.

LOCHNESSIE. The Loch Ness monster, mindful of her responsibilities for stimulating the Highland tourist season, surfaced punctually on June 7 and was clearly observed by a hitherto sceptical haulage-man who constantly takes the loch-side road, and by a whole bus-load of tourists. The monster's sex (female) has only recently been confirmed. She now shares the dignity of femininity with ships and railway engines whose sex is not obviously or instantly apparent. There was a time, a few years ago, when I inclined to believe in the monster. But now I am sceptical and am prepared to disregard the latest witnesses and assume that they, like so many others, observed either a mass of vegetable matter or a school of light-hearted porpoises or a log of rotting wood. And since my doubts and disbeliefs will not influence the flow of tourist traffic adversely, my scepticism does no ill-service to the Highland tourist trade. We shall know more of the monster when the observation gallery in the new hotel on the loch side is in full commission. For, it

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first Duke of Wellington by Goya is auctioned. The painting, rles Wrightsman, of New York, for £140,000. The artist drew wing, now in the British Museum, he made three portraits, of mons whether the portrait could be acquired for the nation

The Earl of Pembroke stands among an assortment of marble sculptures while experts from Christie's tabulate the various pieces in the former riding school at Wilton House, near Salisbury. Christie's will auction part of the famous Pembroke marbles next month at Wilton. These form what is believed to be Britain's largest private collection of ancient sculptures and were gathered by the eighth Earl of Pembroke at the end of the seventeenth century

Goya's portrait of the first Duke of Wellington

seems, it has been built principally to enable tourists to settle for ever the question of the monster's existence.

POOR DEVILS. I was pleased to read that the Bar Council has at last ordained that young barristers who " devil " in the chambers of seniors shall be adequately remunerated for their work in mugging up those briefs which their seniors have not time to prepare. For a long time past in other trades and professions, the apprentice, instead of paying his employer a handsome premium (or getting his father to pay for him), has been assured of a small wage by his master. It is high time that the recruitment of the overcrowded and underemployed, slow and disappointing profession of barrister should attract the best brains from among young aspirants who cannot afford to wait if they have not private means. For too long a limited number of seniors have taken the lion's share of available briefs, who are quite willing to " take work they're unable to do " and sometimes come into court greatly indebted to the " poor devils " whom they have regarded as " pretty well paid for their trouble " by the privilege of being in a great man's chambers. And sometimes, of course, they are, even financially in rare cases. For it is true that a few lucky juniors have owed their start in life at the Bar to the chance of their chambers-master being kept busy in another court when a case came on. But such a distant prospect of a piece of luck is not a good enough gamble for many a poor young man who must earn his keep as soon after his " call " as possible. I remember with regret that, after my own call to the Bar and a brief time in chambers, I abandoned the profession for that very reason. But I have never regretted my preparations for " Law's serious call." It is still the best training in *relevance* that is offered to writers whose books call for the sifting of evidence and the rejection of hearsay.

NEW PRICE 5s. 1d. When the tobacco emperors and their sisters, their cousins and their aunts die, it is unusual if they leave less than £1,000,000 to their surviving relations and other good causes. The State takes a lot of it one way and another and sees to it that those who make and those who smoke that weed do their bit to bolster up the nation's finances. So it is that over the years the ounce of tobacco I smoked fifty years ago has risen from 4½d. to 5s. 1d. And still we confirmed addicts smoke on and, I suppose, as prices go, a moderate pipe-smoker still enjoys this modest luxury for about £25 per annum. A mere flea-bite, so why not raise the prices a little more? What 's a penny or two a week in an affluent society? It may help the tobacco emperors to safeguard their fortunes for the State to carve up. It is only fair that rich and poor should share the burden of what is a luxury and, some say, a dangerous, if otherwise innocent, luxury. But neither the Chancellor (who forever boasts of pegged prices) nor the tobacco emperors do what they do in mulcting the smoker for the benefit of the smoker's health. They have other healths to worry about and are not very sympathetic to medical warnings.

EQUITIES. I derive an acid amusement from watching the ups and downs of a couple of " equities " among the sober list of Government stocks and sound debentures which provide me with my " unearned income " (and do not afford me luxuries). I don't think I have changed an investment for ten years and these two volatile little squibs provide all the occasions I have for following the markets. And they make me laugh as they rise and fall for no ascertainable or obvious reason. Their declines or spurts have nothing whatever to do with their interim, annual or progress reports. Their rises depend on a day's optimism on the Stock Exchange, their falls on a day's pessimism. The assassination of a dictator will push them down, a fine summer day will send them soaring, a Minister's *obiter dictum* may knock them for six or score them a boundary. But neither of them has anything to do with summer days, or dead dictators or talkative politicians. Three months ago my two equities stood at 19s. and 39s. respectively. Two months ago they stood at 27s. 6d. and 48s. respectively. A month ago each issued a glowing interim report of good business done and good prospects ahead. And to-day they stand at 19s. 3d. and 38s. 6d. Perhaps the result of the Derby accounts for it, or the icy winds of early summer. But any day now I expect both of them to blaze up again, for any day now we may get another summer day, or hear of an assassination which ended in a flop or read a colourless but hopeful report of " harmony " in some Summit exchange of views. A broker's life is a very exciting one, a perpetual ride on the switchback railway at the fun fair. I can understand why my own two equities sag. I find it harder to understand why they soared so short a time ago.

THE OLD STAGER

ENTERTAINMENT

BYE BYE BIRDIE

at Her Majesty's Theatre

The world of the teenage pop singer is a natural target for the musical. In *Bye Bye Birdie*, the latest U.S. import from Broadway to reach London, the subject of the evening is Conrad Birdie, a crooner with his full complement of shrieking fans. On the eve of his being drafted into the army, his manager lays plans that he should give a last kiss in the glare of publicity to one of his fans, a young girl from Sweet Apple, Ohio. Besides the ensuing complications, there is the errant love affair between Conrad's manager, Albert Peterson, and his secretary, Rose. Their life is bedevilled by his mother, Mae Peterson, whose possessiveness bars the way to the altar. But the musical ranges through many fields to find its exuberant humour in the family life of Kim, the young girl from Sweet Apple, and television shows. For English audiences it gives a chance to welcome back Chita Rivera, the star of *West-Side Story*, *Bye Bye Birdie's* predecessor at Her Majesty's. She reveals as well as her enormously accomplished dancing a distinctive sense of humour. She shares the limelight with one of Britain's most successful pop singers, Marty Wilde, skilfully parodying his own profession.

Conrad Birdie (Marty Wilde) croons "One Last Kiss"

Rose (Chita Rivera) and chorus in the "Shriners' Ballet"

Right: Albert (Peter Marshall) and his mother, Mrs. Peterson (Angela Baddeley). **Below:** The MacAfee family at home—Mrs. MacAfee (Mary Laura Wood), Mr. MacAfee (Robert Nichol), Randolph (Kenneth Nash) and Kim (Sylvia Tysick)

In the television studio Hugo (Clive Endersby) hits Conrad Birdie

Kim (Sylvia Tysick) and Conrad (Marty Wilde), with the chorus in the musical number " A Lot of Livin' to do," from the second act

Right: Rose Grant (Chita Rivera) dances in the number "One Boy"

THE VOICE OF THE COMMON

AUSTRALIA

Australia last month had a favourable overseas trade balance of £A14,500,000. It was the first favourable balance since February last year and the best month's trading since September 1959. These figures are a hopeful sign after a lengthy period of decline in the overseas reserves, resulting from a high level of imports and unfavourable prices for some export commodities.

The Federal Government, in a White Paper it has just released on the Australian economy, takes a cautious but optimistic view of the export outlook in the financial year that begins next month. The White Paper says that with the prospect of more favourable business conditions abroad, the outlook seems rather better than in the current financial year. Among factors it cites in support of this view is the improving market for wool, Australia's principal export. "A large wool clip for 1961-62 seems assured and, given the recent trend of the wool market, there are grounds for expecting a higher average price than in the current season." Australia's big customers for wool—Western Europe and Japan—are now holding substantial monetary reserves and can pursue policies designed to keep their economies fully employed without fear of running into payments difficulties.

The White Paper says that it is impossible to predict just how exports and imports will move in the coming financial year and beyond that. But the year should begin with overseas reserves ample to meet any demands likely to be made upon them and, over the year as a whole, on all present indications the country's external financial position will be in a much better balance.

Referring to longer-term prospects, the White Paper says that the demand for imports is bound to expand with the growth of the economy and, although some of the increase in import expenditures may be financed by capital inflow from abroad, it is of the utmost importance that Australia's export earnings should also increase.

Mr. Louis James, from Adelaide, and his wife study Leonard Hessing's "Fata Morgana 1959," in the exhibition "Australian Painting 1961," at the Whitechapel Gallery in London. The exhibition, which was opened earlier this month, will close on July 23

Mr. Ephraim Jubilee, a Member of the Legislative Council of Papua and New Guinea, is one of the two native representatives in the Australian delegation to the current session of the United Nations Trusteeship Council in New York. The other is Mr. Raymond Gadabu, a magistrate of the Nauru District Court. No natives from the Territories have previously represented Australia at the Council. Mr. Jubilee and Mr. Gadabu are advising Mr. D. McCarthy, the Chief Australian delegate, during the meetings in which developments in U.N. Trust Territories are being reviewed

Among steps the Government has taken to assist the growth of exports, the White Paper lists: Agreements with other countries to reduce tariff barriers, and to reduce or eliminate unfair competition arising from export subsidies or other similar devices by competing producers; the strengthening of the Australian Trade Commissioner Service; assistance to trade publicity; trade fairs; sponsoring of special trade missions; the granting of tax concessions to encourage manufacturers and others to expand their exports; and measures to improve shipping services to existing and new markets.

Consultations with the State Governments have been undertaken to assist the growth of exports by giving the programme of public developmental works a general bias towards projects that will directly assist export production by private enterprise. In particular, the Government has under discussion railway standardisation proposals, port improvements to assist coal exports, and the expansion of beef production in the Northern Territory. The Government has also initiated discussions with industrial leaders designed to influence the trend of private investment in the same direction.

The Government, as well, is engaged in discussions with the steel industry to seek its co-operation in planning a continuing increase in the production of steel and steel products on a scale that will permit increased exports of these products in the years ahead.

The White Paper says that none of these measures can be counted on to yield substantial quick results in export earnings. The major effort in the export field must in any case come not from the Government but from private firms and individuals. Those seeking to promote the growth of exports, however, can count on continued Government encouragement and support.

PAKISTAN

The land of the Khyber, which now constitutes the area of the frontier between Afghanistan and Pakistan, is to the Western mind a magic name. It conjures up a terrain, a people and a tradition which has become a legend and is the subject of a considerable lore. Many Britons who came into contact with the area came to love it, and others at least found their sojourn there extremely exciting.

When the British decided to withdraw, leaving the sub-continent in the hands of India and Pakistan as succession states, a plebiscite was held in the then North-West Frontier Province to determine whether the province, which had been ruled over by the Congress Party, wanted to be linked with India or Pakistan. The result of the plebiscite left no doubt that the people of the province wished to join Pakistan. After Pakistan came into being in 1947, it initiated a new policy in the Frontier, to make a break with the past and start a new era. The Pakistani Government withdrew units of the armed forces from various garrisons in the area, leaving the work of maintaining law and order to the local levies.

The Government also undertook extensive plans of development in the area, including the opening of schools and dispensaries, the construction of roads and improvement of irrigation facilities. The underlying idea was that as prosperity came, it would further secure the peace of the tribal area. This course, though less spectacular than the constant skirmishing and campaigning of the British era, with all the attendant exercise in chivalry and courage, brought to the land of Khyber a tranquillity that it had never known before.

Unfortunately, however, there are constant intrusions on this tranquillity from another direction. On the eve of Pakistan, when the people of the Frontier withdrew their loyalty from the Indian National Congress, Afghanistan tried to step into its shoes with the proposal of "Pakhtunistan." According to Afghanistan propaganda the people of the Frontier region have been chained to Pakistan by "colonialists and usurpers." Pakhtunistan being only a notional entity nobody knows what its exact frontiers might be, but so far as one is able to gather, it might constitute the bulk of West Pakistan.

From the start, Pakhtunistan has been a dead horse, but that has not stopped the Afghan authorities from flogging it continuously. This flogging is maintained by sending agents into Pakistan territory with money, promises of help, firearms and blandishments of all sorts. To lend moral support to the activity of these emissaries, there are troop concentrations on the frontier. The rugged people of the frontier have often administered rough handling to these agents. On occasions, the Pakistani Air Force has been obliged to blow up ammunition dumps created on Pakistan territory in support of this activity. If physical skirmishing has lagged, the wordy barrage from the Kabul Radio has been kept up unremittingly. These broadcasts range from violent abuse of Pakistan leaders and Government to direct incitement to revolt backed by the promise of support and reward from the Afghanistan side.

WEALTH

Improvement in Australian exports; Pakistan and the Afghan frontier; ratification of trade agreement between Malaya and New Zealand

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

This synthetic issue has been kept alive by these means. They constitute a considerable strain on the patience of the Frontier tribes and of the Pakistan Government, but so far the Government has used only minimum effort necessary to safeguard national security. The most dangerous aspect of the whole matter is that Afghanistan has been receiving massive military aid from the Soviet Union, which has several times taken sides in the dispute squarely in favour of Afghanistan. The latest instance was two articles in *Pravda* in April, strongly supporting Afghan claims. This brings the cold war to Pakistan's doorstep.

MALAYA

In a brief ceremony in the Cabinet Chamber of Parliament House in Kuala Lumpur recently, the Federation of Malaya and New Zealand ratified the Trade Agreement concluded between them earlier this year.

The ceremony was the formal exchange of the Instrument of the Agreement between the Minister of Commerce and Industry, Inche Mohammad Khir Johari, and the New Zealand High Commissioner, Mr. Charles M. Bennett. In his statement, the Minister of Commerce and Industry said: "In the brief ceremony which you have just witnessed the Instruments of Ratification of the Trade Agreement between the Federation of Malaya and New Zealand have been exchanged. This is the culmination of the negotiations for the Agreement which took place last January and were signed in Wellington on February 3. I am most honoured to have had the opportunity not only of signing the Agreement in Wellington with the Honourable the Prime Minister and Minister of External Affairs of New Zealand, Mr. Keith Holyoake, but also of exchanging the Instruments of Ratification of the Agreement with my friend, His Excellency, Mr. Charles Bennett. As from to-day, the Agreement comes into force and with it a symbol of the friendship of our two countries is sealed.

"Our two countries have been closely associated with each other for many years as fellows of the Commonwealth. This Commonwealth link has brought us close together not only in the political field but also in the economic field. Our trading relation has been a happy one and although the volume of trade between the two countries is relatively small, it is increasing through the years. For example, in 1959, our total trade with New Zealand was 11,200,000 dollars but in 1960 it was 13,500,000 dollars. I have no doubt that with the conclusion of this Agreement the co-operation of trade channels between the two countries will grow from year to year to the mutual benefit of both countries. I firmly believe that with the coming into force of the Trade Agreement the economic ties between our two countries will be further strengthened in the years to come.

"To me the Agreement is a symbol of the friendship and co-operation existing between the Federation and New Zealand. When I was a guest of the New Zealand Government last February, I was impressed not only by the scenic beauty of New Zealand but also by the friendliness of its people. I was welcomed and entertained as only a friend could welcome and entertain another friend. For those of you who have not the opportunity to witness the goodwill which the people of New Zealand have for the people of the Federation of Malaya I would recall the assistance extended to us by New Zealand under the Colombo Plan in various forms."

At the luncheon given by the West India Committee after its Annual General Meeting in London are, from left: Dr. Carl D. G. La Corbiniere, Minister of Trade and Industry in the West Indian Federal Government; Mr. Guy Eccles, Chairman of the West India Committee; Mr. Robert Bradshaw, Federal Minister of Finance; Dr. H. G. H. Cummings, Premier of Barbados, and Mr. A. E. V. Barton (sitting, right), who is retiring as Secretary of the Committee at the end of this month. The West Indian Ministers were in London for the conference regarding the future of the Federation which ended last week

Left: Sir Frederick Crawford (left), Governor of Uganda, and Sir Patrick Renison, Governor of Kenya, are together at London Airport. They had arrived for the talks on East Africa, due to begin last Monday. Mr. Nyerere, Prime Minister of Tanganyika, and Mr. Ngala, Leader of Government business in Kenya, were expected in London last Sunday. The talks are concerned with the future of the East Africa Commission (Kenya, Uganda and Tanganyika) in view of Tanganyika's forthcoming independence

Below: The snows have almost melted on the peaks of the Rocky Mountains which tower above Banff (centre foreground) in Alberta, Canada. The gondola lift runs up Sulphur Mountain and attracts many summer tourists

LONDON DINING-ROOMS

HOARE'S BANK

Drawings by
Geoffrey S. Fletcher

The Hoare family have been bankers in Fleet Street since 1690 on the site still occupied by them. The present building of Bath stone was erected in 1829 and has in no way altered in character since that date. Its atmosphere of quiet dignity contrasts with the hurry and bustle in the surrounding newspaper offices. It is still very much a family house and indeed in its long history all the partners, save two, have been direct descendants of Sir Richard Hoare, who founded the bank towards the end of the seventeenth century. One of the exceptions, Algernon de Lille Strickland, who was made a partner in 1867, had married into the Hoare family four years previously.

On the first floor above the Banking Hall or Shop, as it is called, is what is known as the private house. In the past the partners took it in turns to reside there with their families and to-day the rule is still maintained that a member of the family sleeps at the bank every night. Among the fine features of the private house is the dining-room, the windows of which look down onto the courtyard with its bright flowers in boxes at the back of the premises.

Almost all the furniture in the dining-room was made for it by Thomas Chippendale, the Younger. The long table is surrounded by elegant chairs and the plates for the partners and their guests are kept warm in old mahogany cupboards, although electricity instead of hot bricks is now used to provide the heating. Much of the silver on the table is old and the pepper and mustard pots have interesting histories. The former were at one time sprinklers for sand and were used to dry the ink on parchments. The latter were originally taper holders.

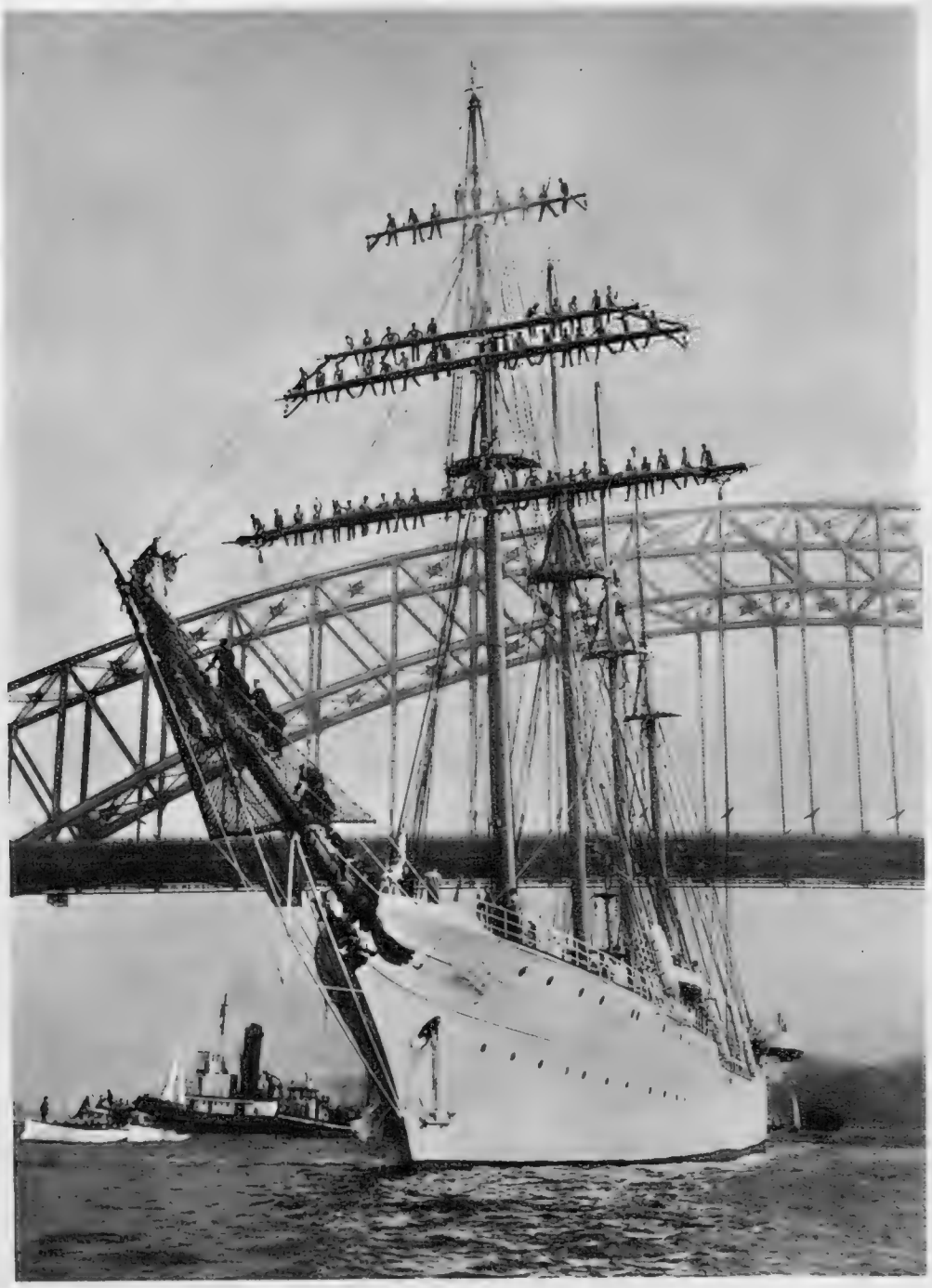
On the chandelier over the table is a double eagle, part of the arms of the Hoare family, and round the walls are portraits of the early partners. Above the mantelpiece hangs a painting of Sir Richard Hoare, the founder, who was Lord Mayor of London in 1712. To the right of the fireplace the portrait is of William Henry Hoare, who died in 1819. These paintings are in keeping with a room which, it is difficult to believe, is in a building facing onto one of the busiest streets in the world.

This is the first of a weekly series of articles, with drawings by Geoffrey S. Fletcher, on London dining-rooms, each of which has its own individual character and atmosphere. Many of them are used by directors of business firms.

The dining-room in Hoare's Bank, in Fleet Street, is in the private house above the banking premises

An eighteenth-century mahogany cupboard for keeping plates warm is still in use in the dining-room

A fine silver tankard inlaid with the Hoare coat of arms



The crew of the schooner *Esmeralda* go aloft near the famous bridge in Sydney Harbour

The Chilean training ship *Esmeralda* sails down the harbour at Sydney. She was the first big sailing ship to visit the port in New South Wales for fourteen years and her arrival attracted large crowds. During her stay she was open to the public. The schooner was on a five-month training voyage and her complement included midshipmen and seamen apprentices of the Chilean Navy and mercantile marine. She has an overall length of 308 ft., a sail area of 26,910 sq. ft. and a standard displacement of 3,040 tons

TRAINING UNDER SAIL

Below: Small craft surround *Esmeralda* as she sets out from Sydney for New Zealand

Juan Sebastian de Elcano, the training ship of the Spanish Navy, lies in Portsmouth harbour during her week's visit. She had crossed the Atlantic to Britain from Boston, Massachusetts, in the course of a six-month training voyage and is visiting ports in France on her way back to Spain. *Juan Sebastian de Elcano* and the Chilean *Esmeralda* were both built in the same yard in Spain and are near sister-ships

CHANNEL ISLAND

The steamer *Isle of Guernsey* manœuvres out of the harbour of St. Peter Port

Situated between France and England and midway between two cultures, the Channel Islands have preserved an individual charm which is proving of great attraction to numerous visitors. The short time taken to fly there is now an added advantage. Of the islands, Guernsey is the largest after Jersey. It covers 15,654 acres and its Plienmont Point is the most westerly in the Channel Islands. It has one town, St. Peter Port, whose narrow streets and numerous flights of steps from sea-level to the top of the cliff give it the air of a French seaport. The restrictions imposed by the site have kept the town roughly to the shape of its earliest foundations. The harbour is the finest in the Channel Islands and gives the town an air of bustling charm. Among the sights in St. Peter Port are the ancient Castle Cornet, the last castle to hold out for Charles in the Civil War; the parish church much altered since its foundation; and the tower commemorating Queen Victoria's visit in 1859.

Low tide in the inner harbour of St. Peter Port, the only town on Guernsey

Point de la Moye, on the island's southern coast. **Below:** Petit Bot Bay, another part of the same stretch of coastline

From the harbour of St. Peter Port it is possible to see three other islands—from left, Herm, Jethou and Sark. **Below:** Looking along the waterfront of the town

BRIAN VESEY-FITZGERALD

THE PUNCTUAL NIGHTJAR

Lovely are the curves of the white owl sweeping
Wavy in the dusk lit by one large star.
Lone on the fir-branch, his rattle-note unvaried,
Brooding o'er the gloom, spins the brown eve-jar.

I like George Meredith's name much better than the "nightjar" of everyday speech. I think it is more accurate, too; for the bird is, surely, crepuscular rather than nocturnal, a bird of the dusk rather than the dark.

Nightjar is, I think, a fairly modern name. The Israelites numbered the bird among those which were to be considered "in abomination among fowls," and they called it the "night hawk." Why it should have been regarded in abomination is difficult to understand; perhaps it had something to do with the old belief that there was something of the snake in the bird's composition? Or, maybe, there was some deeper superstition; in Yorkshire, for example, there used to be a belief that nightjars are the souls of unbaptised infants, condemned to wander forever through the night.

"Night hawk" is not at all a bad name. The bird does look rather like a hawk, with its long wings and tail; and especially when in flight. Gilbert White said that they "glance in the dusk over the tops of the trees like a meteor," and that remains the best description of the flight that I have read anywhere. No one could mistake that flight for the flight of an owl: it is much more nearly the flight of a hawk. Yet the English have never confused the bird with a hawk, knowing that hawks are diurnal: we have always allied it with the owls, just because it is, as are the owls, a bird of the dusk. Which is the closer observer, the Israelite or the Englishman, is a nice point.

But to return: Gilbert White does not use the name "nightjar," which must mean, I feel sure, that he did not know it; that it was not in use in his day. He does once use the name "goatsucker," from the scientific name *caprimulgus*. The Romans called it *caprimulgus*, "goatmilker," believing that it sucked the udders of goats and even cows, as they slept in the fields at night. They brought the belief to England, and it is not altogether dead in the English countryside even to-day. Although I have not myself ever heard a countryman use the name, I have met countrymen who genuinely believe that the bird does suck udders, because they have seen it sweeping low over cattle lying in the fields. This means no more than that it is taking insects attracted by the warm bodies of the beasts; but you might as well try to convince a stubborn countryman of that as try to convince a flying-saucer man that Venusians are unlikely to speak fluent idiomatic English.

But normally Gilbert White uses the still common "fern-owl"—this is the name used by most country people—or the now almost extinct "churn-owl." Fern-owl, despite the hawk-like flight, is a good name, for the bird does have a marked preference for bracken-covered ground. But I still prefer the poetic eve-jar. Gilbert White, a modest man, fancied himself on nightjars. Writing to Thomas Pennant on January 2, 1769, he says: "There is no bird, I believe, whose manners I have studied more than that of the Caprimulgus (the goat-sucker)." He then goes on to give in this and later letters most detailed and accurate observations of its habits.

One of the points he remarks upon is its punctuality. "The bird is most punctual in beginning its song exactly at the close of day; so exactly that I have known it strike up more than once or twice just at the report of the Portsmouth evening gun, which we can hear when the weather is still." Making allowance for "summer-time," the nightjar is just as punctual now in signalling the close of day.

I think that Gilbert White was right and that his nightjars did hear the Portsmouth evening gun and made answer. I remember that there was some correspondence in the Press in 1940, when the bombardment at Dunkirk could be clearly heard in Surrey when the wind was in the right direction, about nightjars churring whenever the gunfire was particularly loud, sometimes well before the close of day. Cock pheasants also crowed defiance at that sinister sound.

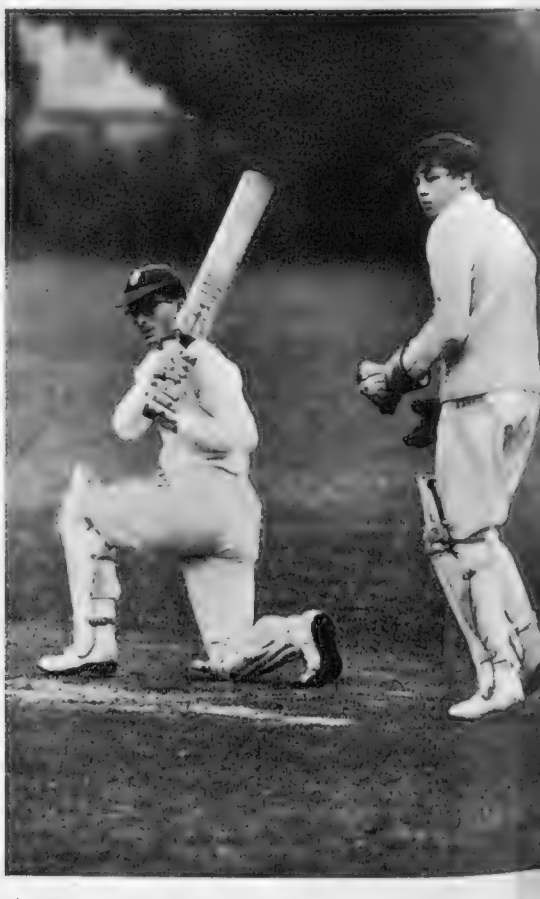
But, though punctual, the nightjar is an inconstant bird. It is one of the last of our summer migrants to arrive, wisely waiting until the latter half of May, when there is plenty of insect life on the wing in the warm evenings. But it is a very choosey bird when it comes to nesting, sometimes forsaking a common or heath for no apparent reason whatever (and certainly not because of a lack of insect life) while remaining faithful to another no more than a mile away and seemingly similar in every respect.

Until the outbreak of war there were plenty of nightjars on the heaths around here. There was then heathland within a short enough walk of this house and I used often in the evenings to walk there to listen to the birds and to watch them hawking around some conifers. I cannot agree with George Meredith about "rattle-note unvaried." I find nothing monotonous in this unbirdlike drone. It rises and falls in rhythmic waves, now loud now faint, as though the bird turns its head from side to side as it churrs, though I must admit that I have never actually seen one do so; and I have been within a few yards of a branch along which a droning bird sat lengthwise. So far from being monotonous, I find this rhythmic churring, which can be heard a long way away and which has a strange ventriloquial quality, so that it is difficult to pin-point a singing bird, fascinating and even moving.

The summer of Dunkirk was the peak year for nightjars in this neighbourhood; I suppose that they had decided there was no future in France. In 1941 there were many fewer; my favourite bit of heath was deserted and I had to walk a mile or so farther to hear one. Since 1941 I have not heard one in the immediate neighbourhood. There are still one or two four or five miles away, but not every year. There are none nearer.

This is not surprising. My little bit of heathland has long since been enclosed to form a "wild garden" for three or four large houses. No one would expect a nightjar to nest in anything so suburban. Quite apart from this, nightjars everywhere in Britain must now be finding life pretty difficult, for their food is entirely composed of insects taken on the wing and there are not so many insects in this era of lethal spraying. (How many moths, how many maybugs, have come to your bedroom light this summer? Very few have come to mine; scarcely sufficient to provide a snack for a sparrow, let alone a meal for a nightjar.) I had given up the nightjar for lost; hereabouts at any rate.

But now, exactly twenty years since I heard the last one, a nightjar has returned; and to what was my favourite heath, but is now fenced, if not wholly tamed. It is amazing and wonderfully encouraging. Who knows? Perhaps I may yet share George Meredith's experience and watch a barn owl quartering the ground the while an eve-jar spins.



During the match between Dover College and Cranbrook School, M. J. Hollis, the Cranbrook wicket-keeper and captain, takes a ball from a throw-in. The batsman is M. Bart-Smith. **Right:** Hollis is seen in action during his innings of 85, the top score of the day. The wicket-keeper is I. Russell

M. J. Edmondson (Cranbrook) hits a six. Dover's wicketkeeper is I. Russell

R. D. Kilbee (Dover) glances a ball to the boundary. He scored 22

The bails fly as R. F. Barnes (Cranbrook) is stumped by I. Russell

The Cranbrook eleven, led by their captain, M. J. Hollis, take the field

PUBLIC SCHOOLS CRICKET

DOVER
V.
CRANBROOK

T. E. F. Gunter (Cranbrook) turns a ball to leg for 2

Dover College were the hosts to Cranbrook School for their match on June 1, which was played under a heavy sky and persistent drizzle. Cranbrook won the toss and elected to bat on a wet wicket. From the start they attacked the bowling fiercely and by lunch had scored 217 for four. M. J. Hollis, the Cranbrook captain, made 85 and M. J. Edmondson 53. After lunch the remaining six Cranbrook wickets were disposed of for a final total of 245. R. D. Kilbee took four wickets for 63, P. M. Bart-Smith three for 42, and M. J. L. Thompson three for 49.

Although the rain stopped for a time before tea, Dover were unable to keep up the fast pace of Cranbrook's batting, and wickets fell regularly. M. K. Bradley took three for 20, T. R. M. Keefe two for 17 and C. Waddington two for 24. With twenty-five minutes left to play, Dover's final pair were separated with the score at 172. Thus Cranbrook won by 73 runs. During the day a total of 417 runs was scored, a remarkable aggregate, especially in view of the poor weather conditions. For Dover P. M. Bart-Smith made 26, R. D. Kilbee 22, S. K. Wagstaffe 29 and I. Seymour 31

Below: F. P. H. Lawee, Dover College's captain, leads his team out from the pavilion

GABOR DENES

YACHTING

The outcome of this week-end's Lyme Bay Race is most likely to have an effect on the selection by the R.O.R.C. of the British team to defend the Admiral's Cup. This trophy, which was presented by some members of the Club, was first contested in 1957 and again in 1959 (in Fastnet years). It is to be competed for by teams of yachts from any countries who like to challenge. Teams consist of three yachts which must not be less than 30 ft. l.w.l., and each team must take part in two R.O.R.C. races, one of which is the Fastnet, and two other races in Cowes Week. The result is determined by points gained in these races.

The first challengers were the Americans, but the British team defended successfully with an aggregate of 70 points to 68. In 1959 a Dutch and a French team challenged, and again the British team won by beating Holland by 135 points to 123. This year challenges have been received from France, Holland, Sweden and the U.S.A., and so the contest becomes a five-nation team race series. The four races selected are again the R.O.R.C. Channel Race, starting on July 28; two races during Cowes Week; the Britannia Cup, August 1, and the New York Yacht Club Cup, August 3; and the 600-mile Fastnet Race starting on August 5. The challenging teams are France: *Striana* (Dr. J. Auclair and M. Chassagny), *Eloise II* (J. M. Leliever and Hervey), *Marie Christine II* (J. C. Menu); Holland: *Zwerver* (W. N. H. van der Vorm), *Olivier van Nort* (A. W. Goudrian) *Korabia* (Dr. J. Kars); Sweden: *Dione* (Olaf Wettergren), *Anitra* (Sven Hansen), *Staika III* (S. Roden); U.S.A.: *Cyane* (Henry B. Dupont), *Figaro* (William T. Snaith), and *Windrose* (J. Isbrantsen).

The names of the defending British yachts are not to be announced until next week. That is why I think that the results of the Lyme Bay Race may affect the selection. In the meantime one can only guess, and a few fairly obvious possibles come to mind. First there is Peter Green's *Myth of Malham*. She is the most outstanding effort by John Illingworth, her designer. She was a member of the British team on both previous occasions, and has already achieved some successes this season having won her class in two races, Southsea to Harwich, and the North Sea Race (Harwich to Hook of Holland). *Griffin II*, the R.O.R.C. club yacht, sailed by Gerald Potter, was second to the Swedish *Anitra* in the 1959 Fastnet Race, and has a most successful record; *Ramrod*, the third member of the 1959 team, won her class in the Morgan Cup Race a fortnight ago, sailed by her new owners F. W. Morgan and U. Stephenson; Max Aitken's *Drumbeat* was second in the same race and is another potential member of the team. Two new boats this year could also be in the running for selection, S. H. R. Clarke's Nicholson-designed *Quiver III*, winner of Class II in the Morgan Cup Race, and A. E. Bird's Holman-designed *Springtime*, which did extremely well to come second in Class I in the North Sea Race.

P. V. MacKinnon's inclusion in the Birthday Honours List—he received the O.B.E. for services to yachting—has been greeted with unanimous pleasure and satisfaction by all yachtsmen who know him and particularly those who know something of his work on the R.Y.A. Council and as chairman of several committees. It is largely due to his efforts as chairman of the Dinghy Committee that R.Y.A. dinghy classes have attained their present highly-organised status, and in his other capacity as chairman of the Catamaran Committee his unstinted work and ability has resulted in remarkable progress.

Zwerver, with her spinnaker set. The yacht is one of the team of three entered by Holland for the Admiral's Cup

Olivier van Nort (A. W. Goudrian), another of the Dutch team, leads *Marie Christine II* (J. C. Menu), one of three French entries for the Cup

Mr. H. G. Lunt and Mr. Frank Green

Mr. F. Vernon and Mr. R. V. Newland

Looking over the 17th fairway towards the 12th green and Edgbaston Pool. Background is Birmingham University's Clock Tower

BRITAIN'S GREAT GOLF CLUBS

EDGBASTON

Although situated in secluded parkland, Edgbaston is only 1½ miles from the centre of Birmingham and is readily accessible. Its home is Edgbaston Park, leased from the Calthorpe Estate and the eighteenth-century Hall makes a fine and impressive clubhouse. Formed in 1896, the club was forced to move several times before it could settle on the estate. The course was laid out by H. S. Colt and opened in 1937. On the 140 acres of parkland are many fine trees including hornbeam, and a nature reserve, known to naturalists as a haunt for a wide variety of bird life. Over 120 species have been observed.

The course itself is 6,146 yards long, Standard Scratch Score being 70. It is laid out in three loops, made up of the first nine, the next six, and the last three holes. The 1st, 10th and 16th holes are on the terrace which runs in a line with the front and right side of the club house. This layout has its advantages, enabling the tired or busy player to curtail his round if necessary. As may be expected, the holes have a variety of hazards, including the pools, gorse, trees, and bunkers. Streams have to be crossed. Of the holes, the 17th at 500 yards is the longest and includes an uphill approach. The professional at Edgbaston is Frank Jowle.

Next in this series will be Thorndon Park Golf Club, in the issue of July 1

Mr. J. G. Lines; Dr. E. G. Wilkinson, the captain; and Mr. S. V. Lancaster, the chairman

Mr. J. G. Willmot, who is the honorary secretary of the club

Mr. K. M. Wall and Mr. E. Brett Davies

Mr. J. H. Vernon and Mr. D. G. Goode

Mr. R. Houghton and Mr. G. Bryan

TRAVEL

COLOURFUL CORNWALL

By GORDON COOPER

I am an incurable historical romantic. While there are many excellent reasons for taking a holiday in Cornwall, to me its paramount appeal is that it is a land of legends, of ancient history and of quaint customs. With its churches dedicated to little-known Cornish saints, its predominantly Celtic population, with all the genius for hospitality of the Celtic races, and its memories of the distant past when Phœnician traders sought the products of Cornish tin mines, the peninsula is a "land apart." At the same time, there is great fascination in its scenic appeal: dramatic contrasts between the granite cliffs and the luxuriance, of the long winding, estuaries; fishing villages crammed with ingenuity into small clefts of the rocks; and modern holiday towns spread out along wide bays.

Penzance, looking across Mount's Bay to the castle-crowned St. Michael's Mount, is the port for the seductive Isles of Scilly. Falmouth has a natural harbour, where the biggest classes of yachts can race. Newquay is set on superb cliffs on the bracing north coast; St. Ives and Newlyn have picturesque streets and famous artist colonies. With Fowey, East and West Looe, Padstow and many others, they are on the colourful "Cornish Riviera."

The First and Last Inn at Land's End

Cornwall is of course one of the most popular holiday areas in Britain, and in consequence it has a wide range of good accommodation, varying from a few large hotels to accommodation on a farm. But while sunning, lazing and bathing are often the main attractions, linked usually with good fresh food, I feel that a car is an asset. There are excursions from the main centres, such as Falmouth, Bude, Newquay, Penzance, Fowey and St. Ives, but the pleasure of driving yourself has its advantages. Although exploring Cornwall in your own time has a definite appeal, the walls which line many of the Cornish roads obstruct panoramic views, and this is where the tourist on the upper part of a bus scores.

Penzance is the best centre from which to explore the Land's End district, and to visit the Scillies—the latter can be reached either by steamer or by air. This town has also the mildest climate in Britain during the winter, but is never excessively hot in summer. There are facilities for yachting and sea-fishing, but for a family holiday I would prefer to recommend nearby Mousehole or Marazion. Although Penzance is not itself old, the immediate neighbourhood affords a mine of interest. Prehistoric antiquities abound, and there is a great variety of wild flowers; the figure of 600 to 700 different varieties has been quoted. Among the prehistoric antiquities there are twenty castles and earthworks, six prehistoric villages, eight stone circles, and four holy wells.

Land's End is, for those with any imagination, a place of beauty and romance. True, it is only a granite headland projecting out to sea, but it is the end of England, with only a wide ocean beyond; no land intervenes due west until Brazil, nor south until Spain, excepting those dots on the horizon, the Scilly Isles.

St. Ives has been called the gem of the west. It is a fascinating little town, and the local authorities have made no attempt to develop foolish, modern "attractions." In the wild hinterland there is a wealth of antiquities to be explored, and wonderful coastal walks to be enjoyed. St. Ives, by the way, has a more bracing climate, as have the other resorts on the north coast, than the more relaxing zone along the south. Like Penzance, Falmouth has a most equable climate, and here you find a luxuriant growth of tropical trees and plants in the gardens. South of the town is the Helford River, as lovely a waterway as can be

NEW AIR SERVICES AND OTHER TRAVEL TOPICS

In addition to the new direct air service between London and Washington mentioned in the May 27 issue, B.O.A.C., from the beginning of this month, are running a daily jet liner between the two capitals, four a week by way of New York, and three calling at Boston. Economy class return fare to Friendship Airport, serving both Washington and Baltimore, is £184 5s.

The French have decided to go into the air car-ferry business across the English Channel. Compagnie Air Transport of Paris will operate three Bristol super-freighter aircraft on routes from Le Touquet and Calais to Lydd, and from Cherbourg to Hurn. Cunard-Eagle have a direct air service from London to Perpignan by Viscount. Flying time is only two and a half hours and the cheapest return fare is £25 10s. This opens up an interesting part of the French coast near the Spanish border to holidaymakers for places like Carnet Plage and Collioure. There are two services a week, out and back, up to the middle of October.

While there are various ways of classifying first-class hotels, none of them entirely satisfactory, there is one simple method which is more and more being accepted as a yardstick of comparison. That is an hotel with sufficient private bathrooms to meet all demands. In London these demands every season are considerable, and so far, in spite of new hotel construction, are unlikely to be met. However, it is good news that 181 new luxury suites, complete with private bathrooms, have been created at the Strand Palace Hotel, London, in only eighteen weeks, bringing the total of bedrooms with private bathrooms to 306 out of 863 rooms. The work was carried out without noise or fuss during the off-season, between January and May, in readiness for the summer. Not only will overseas visitors be delighted with the extra amenities provided, but anyone coming down from the Midlands or the North will be glad to know that the Strand Palace can now provide him much more easily with a bedroom with private bath.

The decision of the North Atlantic Conference to reduce fares by sea to America will encourage more holidaymakers to take a quick trip. Savings, according to class of travel, will range from £20 to £44. A fourteen-day tour in the United States and Canada, visiting Philadelphia, Washington, Pittsburgh, Chicago, Detroit and Niagara Falls, will now cost anything from £169 4s. to £289 4s., depending on whether you travel in one of the Queens, the *Mauretania*, or the *Sylvania*. A six-day visit to New York, sailing in the *Mauretania*, travelling tourist class, will only cost £114 7s. A nine-day holiday, visiting New York, Philadelphia and Washington, will cost a minimum of £145 19s., travelling tourist in one of the Queens, or £261 19s. travelling first class. A slightly longer tour, which includes Niagara Falls and Boston as well, lasting thirteen days, will cost from £160 14s. tourist class, to £219 14s. first class, travelling in the *Sylvania*, *Carinthia*, *Saxonia* or *Ivernia*. It should be pointed out that this concession, which saves 25 per cent. of your fare to the United States or Canada, only operates between the period November 1, 1961, to February 28, 1962, allowing you twenty-one clear days ashore.

W. D. C. C.

The way into Cornwall—seen from the Saltash side of the R suspension bridge (left) is in an advanced stage of construc of Brunel's bridge, opened in 1859, with the road bridge behin

found in England. Easily reached by crossing the water to St. Mawes, it brings you to St. Just-in-Roseland. This is the England one dreams about in the far-distant corners of the world.

Returning to the north coast, there is Newquay, the most popular resort in Cornwall, with fine sands and a wide range of hotel and guest-house accommodation. Ashley Courtenay's recommendations are the Hotel Bristol, Glendorgal and the Beaconsfield Hotel. But it is the superb air which makes this town so wonderful, for it blows all the cobwebs out of one's system.

Fowey and the twin Looes are for the romantically-minded. There is history in almost every stone of these small towns, and I feel that pirates might well issue from one of the inns or houses without causing surprise. Not far from West Looe is the colourful fishing port of Polperro, while beyond Fowey comes Mevagissey; both are places which will appeal to those who like to laze, fish possibly, and make mild excursions.

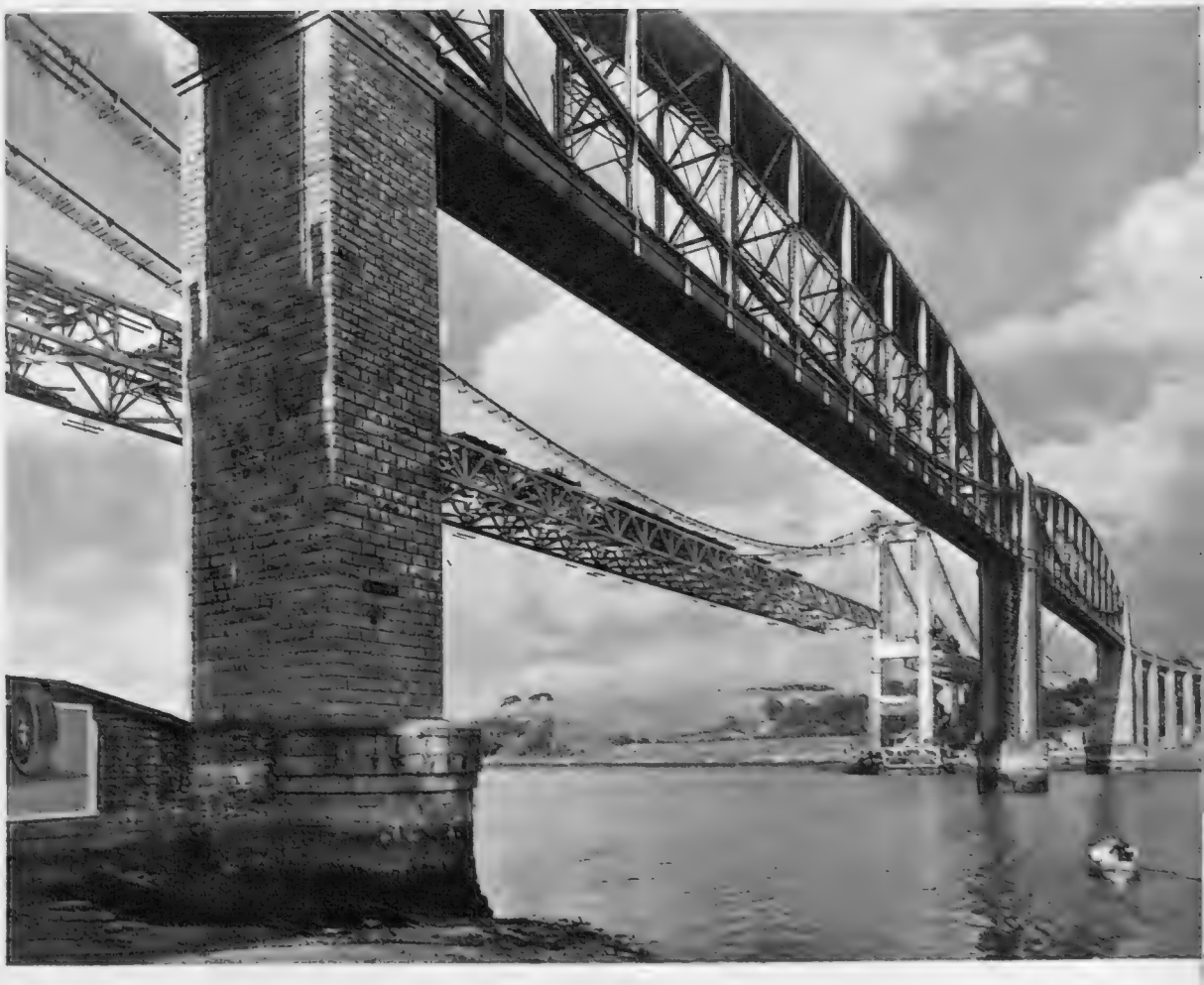
Lastly, a brief mention of Bude, which is almost Victorian in atmosphere. It is a quiet resort and well-suited for a family holiday. You have to be careful, however, about bathing, unless you use the bathing pool. Not least of the attractions of Bude is that it is a centre for excursions: to Dartmoor; down the coast to Port Isaac and Tintagel, with the opportunity of turning inland to the often rather grim Bodmin Moor; and to Clovelly and Hartland Quay along the northern coast which brings you to Devon. In the vicinity, there are also magnificent cliff walking, a first-class golf course, and good fishing.

For those who would like to tour Cornwall by car, I give the following itinerary which I carried out recently and found to be satisfactory. It was as follows:

Plymouth—the Looes—Polperro—Lostwithiel—Fowey—St. Blazey—Mevagissey—Gorran — Portloe — Veryan — Portscatho — St. Anthony-in-Roseland — St. Mawes — by King Harry's Ferry to Truro—Falmouth—Budockvean—via Gweek, Manaccan, St. Keverne to Coverack—Cadgwith—Lizard—Kynance Cove — Mullion — Helston — Penzance—via Mousehole round the Land's End peninsula to St. Ives—thence by coastal road through to Bude.

The tiny fishing village of Coverack, near the Lizard

Tamar, and looking towards the Devon bank. The new road tion On the right is Brunel's railway bridge. **Right:** A closer view d Costing £1,500,000, the new bridge has a 1,100 ft.-long main span



BOOKS

AN ENGLISH INSTITUTION

The story of Moss Bros; travel far and wide; other non-fiction; and this week's list of novels

In the strictest sense, the term "national institution" refers to such perennial events as Derby Day, Royal garden parties, Ascot, Prime Ministers, grumbling, Henley, hop-picking, point-to-points, heckling (which is a more lively form of grumbling, after all), the Opening of Parliament, afternoon weddings at an inconvenient hour, and flower or horse shows. For many of these, a man needs to wear a special kind of clothing, and this rule applies whether he is on a horse or more comfortably turf-based. In each necessary event, there is another near-National Institution: a firm of clothiers who, for the last hundred years, have been providing the right garments on a short-term basis and who have become known with comfortable familiarity as "Moss Bros." The story of Moss Bros, of Covent Garden, and their rise to such recognition, has now been told by Mr. Warren Tute, his text enlivened by drawings from the easel of that top-hat type, the inimitable Giles. The result, THE GREY TOP HAT (Cassell. 21s.) (although that headgear was always referred to as a white top hat in my youth), is a lively chronicle and does credit to all concerned.

PLACE OF STONES (Faber. 21s.) is a marvellous story, by Miss Ruth Janette Ruck, of how she came to live, at the age of seventeen, in the mountains of Snowdonia with her English parents, and remained to farm successfully, to learn the techniques of cattle, sheep and poultry raising, to work on a special plan for the Ministry of Agriculture and even for a film unit which, in a short space of time, converted her landscape into a Chinese mountainside complete with a walled city. Miss Ruck is, by the evidence, a young woman of great inner resources and her feeling for the practical is praiseworthy beyond the bounds of mundane reckoning. Her book about it all is the more admirable for never suggesting that any of her exploits were exhausting on the one hand or heroic on the other.

Travel even further afield is the subject of the next two books, of which the first is THE RESTLESS WIND (Blackwood. 25s.), by Mr. Peter Hamilton, who has sailed alone, or later with his young wife, in what may appear to the reader to be a dangerously small sailing yacht, from Scotland to Labrador, from there to Canada, and from Canada through the Panama Canal out into the Pacific. Wonderfully adventurous and rousing stuff from a contemporary edition of the Elizabethan adventurers—plus a courageous, cheerful woman.

SAMOAN MEDLEY (Robert Hale. 18s.) is by Mr. C. C. Marsack, a New Zealander who saw service in Europe and the Middle East in both World Wars, returned to his own country and is now Chief Justice in Western Samoa. His book is by no means a full autobiography but rather a volume of reminiscence and anecdote about the Pacific country he has come to know so well. The author is a good *raconteur* with a well-developed sense of the funny or the unlikely, and the photographs, though few, have great charm.

A NEW BILLY LIAR—Tom Courtenay has taken over from Albert Finney in the successful comedy at the Cambridge Theatre in London. He has been appearing at the Old Vic, where he attracted great attention for his performance as Constantin in *The Seagull*

One might have thought, in fact I always have, that the decipherment of ancient scripts and writings was an affair best—or inevitably—left to the experts. But now comes a book, VOICES IN STONE (Souvenir Press. 30s.), which goes as far as possible, and further than I would ever have imagined, in explaining to the layman just how the last remaining fragments of scripts and symbols from vanished civilisations have been made intelligible. Herr Ernst Doblhofer, who acknowledges the help and advice from scholars throughout the world and has listed their many names with a magnanimity not automatic with archæologists, has written a really wonderful book, with photographs, drawings and diagrams which greatly help to make the meaning of the discoveries clear.

Herr Friedrich Sieburg has written a full-dress biography of CHATEAUBRIAND (Allen and Unwin. 35s.) with that thoroughness which is a national characteristic of his race, and with an obvious and charming *penchant* for one of the truest loves of Chateaubriand's life: Madame Récamier, with "her beauty, her kindness (not her cleverness) and her almost supernatural attraction."

Not being a citizen of the United States, where they use the word "veteran" for anyone who has followed a profession for more than eighteen months, I don't suppose that Miss Ethel Mannin would particularly enjoy it if I called her a veteran novelist, but the happy fact is that Miss Mannin has been writing for more than thirty years and that her most recent novel, SABISHA (Hutchinson. 18s.), is as fresh and strongly expressed as any of her younger work. "Sabisha" is the Japanese word for loneliness, and that is, in part, the theme of this tender and haunting story, set mainly in Tokyo and written with intense feeling.

THE DARKENED ROOM (Methuen. 16s.) is one of those novels one perversely

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DOWN THE NIGER

Adventures in the footsteps of Mungo Park

In 1795, Mungo Park, sent out by the African Association, landed at the Gambia, and he struck the Niger near Segu on July 20, 1796, where he beheld it "glittering in the morning sun as broad as the Thames at Westminster and flowing slowly to the eastward." Thus began the serious exploration of the third great river of Africa, inferior only to the Congo and the Nile, a river which rises only 150 miles from the sea, traverses the interior plateau in a vast curve flowing north-east, then east, then south-east until it finally enters the Gulf of Guinea through an immense delta some 2,600 miles from the source. In 1805, Mungo Park returned to Africa and sailed down the river for over 2,000 miles, but he lost his life in an attack by natives at Bussa, and was never able to report on this great adventure. Travelling with rucksack, tent and rifle, Richard Owen has followed the path of Mungo Park through the West African wilderness. In SAGA OF THE NIGER (Robert Hale. 18s.) he tells the story of his adventure in dramatic detail, quoting from Park's famous journals for purposes of comparison.

As a minister in the post-war Government of Czechoslovakia during the Presidency of Benes, Hubert Ripka was in the thick of events in Eastern Europe. After the Communist coup in Prague in 1948 he went into exile. EASTERN EUROPE IN THE POST WAR WORLD (Methuen. 25s.) is Ripka's political testament, a unique personal statement by one who saw his country and his neighbours as victims of great power rivalry. Professor Seton-Watson writes the foreword, urging that a new European order must be sought. Like Ripka he cannot believe that the present situation of strain and tension in Poland, Hungary, Czechoslovakia and the other Satellites can be of long duration. It is altogether too unnatural a posture, with East and West Berlin posed most unnaturally of all. Hubert Ripka's book certainly reveals the problem in all its deep complexity, and maybe it points the way ahead.

As long as there are frontiers, nations will attempt to learn the secrets of their rivals. Espionage, it seems, is inevitable. In SPY RING (Secker and Warburg. 15s.) John Bulloch and Henry Miller go into lurid detail about the recent naval secrets case, amplifying the newspaper reports which caused such a disturbance in high places. This is a study of the motives behind spying—duty, dedication and avarice among them—and incidentally it reveals a rare amount of bungling among the counter-espionage experts for allowing this major Russian spy ring to operate in Britain undetected for over five years.

E. G. Edlmann, who has been on duty in two world wars as an intelligence officer, has some breathtaking tales to tell in WITH MY LITTLE EYE (Jarrolds. 18s.). His fluent use of German and Italian has been an asset to Mr. Edlmann, but let it not be thought that all the things that have happened to him have been on the "wicked" continent of Europe. On one occasion, a determined rival sought to push him under an oncoming train on the Bakerloo line in London.

Roger Pilkington's book SMALL BOAT THROUGH SWEDEN (Macmillan. 25s.) continues the story of the travels of the author's 45-ft. boat *Commodore*. On the Upper Thames, in Belgium, Holland, Germany and Denmark she has already cruised successfully, and now comes this latest saga in the far north, all done at an unhurried six knots and through the most enchanting countryside. Here is a book which is strongly recommended alike for boat owners with a "yen" to go continental, and for armchair travellers.

THE BRITISH DESTROYER (Putnam. 42s.) is the work of Captain T. D. Manning, who has produced in words and pictures a complete manual for the student of naval warfare in this particular branch. Destroyers are beyond doubt the most adventurous element in the Royal Navy. Captain Manning shows the enormous extent to which they have changed both in point of size and armament in the course of half a century.

R. C. E.

wishes had been less readable, so that one would not have found oneself coursing through a chronicle of faded, embittered expatriates in New York, decaying, beautiful drug addicts and a nightmare sequence of uncomfortable parties and threadbare friendships. Miss Hilde Spiel's principal character, who is also the narrator of this sad tale, is a Latvian refugee who comes to work in this disjointed household, and one of the oddest things about the novel is how unsympathetic, purposely or not, she proves to be.

The United States again, with Mr. Richard Dougherty's A SUMMER WORLD (Constable. 16s.), which shows the reverse of the medal and is concerned mainly with a group of pleasant, rich and quite intelligent people, spending their summers traditionally in the same beautiful valley up in the western hill country of New York State, as distinct from New York itself. Not necessarily significant, but fresh and nostalgic: the work of a writer who evidently loves that part of the world as much as his agreeably civilised characters.

THE WINTER AFTER THIS SUMMER (Boardman. 16s.) is by Mr. Stanley Ellin, who has been—and I hope will continue to be—one of the best writers of crime stories in America but who has lately been concentrating on this, his first major novel. It is, first of all, a very *long* novel, in the manner of his compatriots and contemporaries, and it is a pretty impressive one. It would have been just as impressive at two-thirds of the length, in my opinion, but it is no good crying over spilt ink. Mr. Ellin's subject is, briefly, some different kinds of love: parental, passionate or hero-worshipping, and he writes with compelling force about those of his created figures who suffer from the various forms of love, for suffer they do, against a brilliantly drawn and shifting background of modern-baronial country houses, Rum Row during Prohibition times, Florida Keys and university life.

Finally, an excellent detective story by Mr. John le Carré, CALL FOR THE DEAD (Gollancz. 13s. 6d.), which deals with spies, counter-intelligence and more or less Civil Servants, in a world of which we know at least the surface. Good, natural dialogue and implicit humour.

Vernon Fane

DEBRETT 1961

The new edition of Debrett's *Peerage, Baronetage, Knightage and Companionage* (Odhams. 12 gns.), contains over 3,700 pages between its scarlet and gold covers. It is, of course, an essential reference book for every library. For many readers one of the most interesting sections will probably be the preface by the Editor, Mr. C. F. J. Hankinson, who, as usual, propounds some controversial ideas. For instance, he suggests a special award should be founded for services to sport. Nowadays every Honours List includes the name of some sportsmen. Many have been appointed to the Order of the British Empire. But it is doubtful, says Mr. Hankinson, whether the Statutes of that Order ever envisaged sportsmen being included in its ranks. He does not carry his argument to a conclusion and propose a name for his Sporting Order. Doubtless readers will not be backward in offering their suggestions.

Ambassadors are now the rule rather than the exception in the Diplomatic Service. Debrett's Preface recalls that in 1914 only the U.S.A., France, Germany, Russia, Japan, Italy, Spain and Turkey had Embassies in London. To-day, owing to the emergence of so many new independent States, there are seventy-nine. Finally, note should be taken of the warning regarding the choosing of names for children. There are baronets in the list with the initials W. E. T. and A. I. D. Mr. Hankinson censures " careless choices " which could be a source of lifelong embarrassment.

C. D.

In a scene from the North Country comedy are, from left, Christine Lucas (Carole Mowlam), Bernard Fuller (Michael Williams), Edgar Lucas (James Cossins), Jack Lucas (Colin George), Arthur Broadbent (Morgan Sheppard), Rhoda Lucas (Gabrielle Hamilton), and Irene Howes (Virginia Stride)

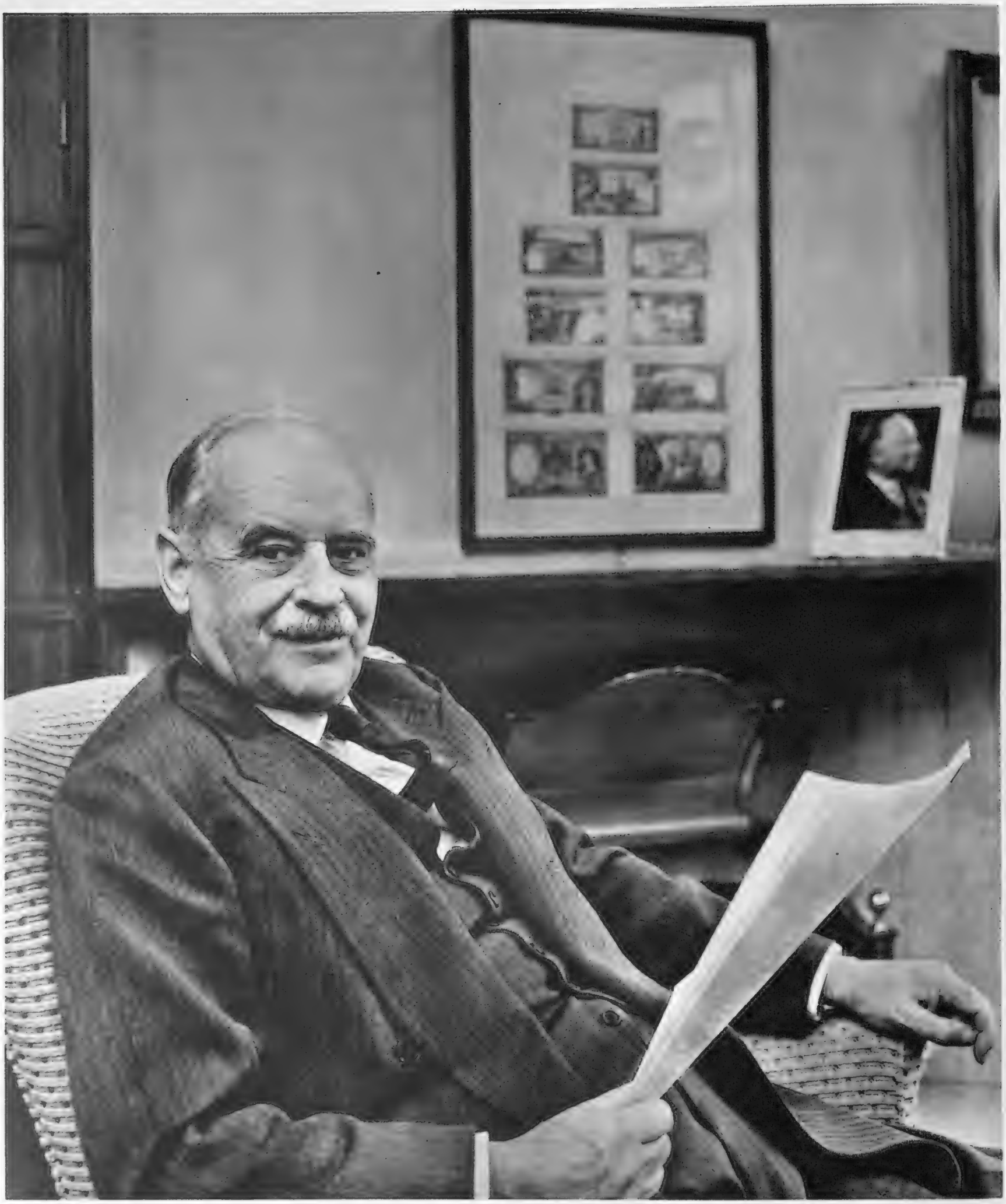
The bride's brother Jack offers the unwelcome May (Colette O'Neil) a drink, watched by his mother, Rhoda Lucas

CELEBRATION

at the Duchess Theatre

The English stage has a long tradition of working-class humour, based on the music-hall comedian, whether North Country or Cockney. This has spilled over on to the legitimate stage, mainly as farce. But in recent years, during the great change in the West End theatre, the range of working-class humour has been widened. Notable among the plays in North Country settings has been *Billy Liar*, by Keith Waterhouse and Willis Hall. The two authors now have another North Country play running in the West End. *Celebration* can be likened to a detailed genre piece, in which a pattern of existence is captured with almost photographic exactitude. It has a simple structure. In the first half all the relations of two families are gathered to make the arrangements for a wedding party in a rented room over a pub. Their dialogue is a running fire of family allusions and local jokes. In the second half the same people gather in the same place for the refreshments after a funeral. Although little happens, the play reveals the cross currents and relationships of such gatherings. It is acted with authenticity by a cast from the Nottingham Playhouse.

Left: Bride's father, Edgar, bride's uncle, Frank Broadbent (Jeremy Kemp), and the bride's mother



LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Bernard Westall

Hanging on the wall behind Mr. Westall, chairman of the De La Rue Company Ltd., is a frame of banknotes for a variety of countries, engraved and printed by the company. Under its diversification programme, De La Rue is engaged in far more than security printing; it makes, among other things, Formica plastics and Potterton heating equipment and sells computers. It has factories in Europe, the Commonwealth, North and South America and Asia. Bernard Clement Westall was born in Croydon in 1893 and educated at Newbury Grammar School and Queens' College, Cambridge. During the First World War he was on active service at Gallipoli and in France. He then joined the firm of Waterlow and Sons and in 1922 left them for De La Rue. (Thirty-nine years later De La Rue purchased the banknote and stamp printing side of Waterlow.) In 1923, Mr. Westall was sent to Bangkok where, against stiff opposition, he obtained a large order for banknotes. This was the first of his many business trips abroad. Five years' later, he was made a director. In 1931 he became joint managing director, in 1934 sole managing director, and in 1944 chairman. Mr. Westall was made a C.B.E. in 1946 for his services to the country during the Second World War. One scheme to which he had given much time and energy came to fruition in 1959 when the Westall Club for retired members of the company was opened in Sussex. Married, with two children, Mr. Westall lives at Sharpthorne in Sussex, but he spends some of his time abroad on business each year. He has written books on indoor games and card games and his recreations are bridge, golf, snooker and billiards

COMMON MARKET ECONOMICS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Outside the British Commonwealth—say in Europe or America—any British traveller at the moment finds his hosts assuming that it is no longer a question of whether Britain will enter the European Common Market, but when? Inside Britain, informed opinion is probably drifting in much the same direction; some politicians, but not all, consider that it is a foregone conclusion. In the Commonwealth, however, people probably hope that the question of method, at least, is still a matter of discussion—between their Commonwealth partners and the British, quite as much as between the British and the European Six (to say nothing of the European Seven, to which Britain has some more recent commitments).

Industrialists, and for that matter industrial writers, are not ordinarily keen on getting involved in political discussion. But British adherence to the Treaty of Rome, or some other formula by which the European Six and Seven might become the European Twelve or Thirteen, are questions that radically affect British industry. The Government, moreover, through the Federation of British Industries and some of the more influential trade associations, did an impressive job a few years ago in persuading businessmen in this country to accept the idea of a European Free Trade Area. That foundered largely, perhaps, because the British Government insisted on treating the whole matter as one of economic co-ordination, as a matter of convenience, not adequately realising how deeply the idea of unity among the European Six is a matter of political unity, not simply economic. But one by-product of that abortive and frustrating round of negotiations—which left both sides, for a time, considerably soured with the idea of British association with the Common Market—was that it incidentally made British businessmen, as a group, fairly convinced that some closer trading association with Europe was becoming necessary rather than merely advisable.

Whatever formula of approach Mr. Macmillan may choose, therefore, will probably gain the support of all but a number of particularly affected industries in Britain. The special situations of some of those industries that would be particularly open to lower-cost competition has been discussed in these columns before; and agriculture, of course, is a separate question in itself. Suffice to say here that the Conservative Party is unlikely to do anything that would substantially and permanently prejudice the situation of the British farmer. Apart from these home industries, the major commercial interest that could be adversely affected if Britain joins Europe would be that of the Commonwealth. This is the world's largest preferential trading group; and as such it is obviously concerned if the central partner in it is considering joining another group.

The Commonwealth grew, " accidentally " or " organically " if you like; its special trading links, largely built up between the wars, when Britain first introduced any general degree of tariff protection, have never been uniform in application or in degree. Not all member countries give any tariff preference to British goods, though most do; and Britain gives preferences on only about half of the Commonwealth goods that it imports. This may be contrasted with the comprehensive and evolving customs union of the Common Market, within which all internal tariffs are in process of being progressively reduced to nothing and around which there will be a common external tariff against goods from all other countries.

Commercial linkages with the overseas territories of members of the Common Market are more precisely laid out; goods from them will have duty-free entry into the six countries, while the overseas territories will give free or preferential entry to goods from within the Six. There will also be a general fund for investment in the development of these territories. The territories concerned are primarily those countries associated with France in " the franc zone "; it is perhaps worth noting that the countries in this zone have always been dependent upon France as a market and a supplier of manufactured goods to a much greater extent than the Commonwealth, except for certain particular countries, ever has upon Britain.

The existence of the European Economic Community, whether or not Britain joins it, has implications for the Commonwealth countries, some of which have been substantial suppliers of mainly primary products to the countries of Western Europe. By about 1970, according to the present accelerated timetable of setting up the Common Market, exports from the franc zone countries in Africa will enjoy duty-free entry to all the six countries, instead of France alone. Some of the goods they supply compete with Commonwealth imports, which will at present have to surmount the common external tariff. There is some likelihood that other European countries, apart from Britain, may join the Common Market; the same advantages for French African territories, as against the African countries of our Commonwealth, would then extend to these. It should be said, on the other side, that most experts believe the development of the Common Market will accelerate economic growth in Europe: its total demand for raw materials is likely to grow, even if for some of the commodities it imports, the share of Commonwealth suppliers is liable to drop. Tropical foodstuffs such as are exported by Ghana, Nigeria, and other African territories are liable to be hit, in the early years at least; so are those Commonwealth manufactures that are at present exported to Europe in smallish amounts.

If Britain joined the Common Market—or when Britain joins, if you consider the conclusion foregone—will it be able to maintain the privileged position within Britain that Commonwealth exports now enjoy? On the face of it, it will not. And how seriously will this affect Commonwealth trade?

The alternatives lie between free entry into the British market and entry across an external tariff—which Britain would participate in making more liberal—into the whole of an expanding European Community. Any formula is a matter of negotiation; but it seems doubtful, at this rather late date of application for admission, whether Britain could necessarily secure that the whole of Europe should give preferential treatment to the whole of the Commonwealth along with the French associated territories. That opportunity existed at the time the Common Market was being brought into being, when Britain's attitude was aloof. Since then it has receded; not least because the French are perhaps for the moment the dominant political if not economic partner in the Common Market, and having gained advantages for their associated territories will not be anxious to extend these to the most obvious competitors of those territories in certain fields.

The beginning of the European Common Market in 1957—Ministers of the six countries concerned initial the treaties in the Palazzo dei Conservatori in Rome

This kind of generalised solution may not in practice be necessary. If one considers the kinds of goods that the Commonwealth exports to Britain, some of the major elements in its trade would hardly be affected at all. Most raw materials, for example, are free of duty under the common external tariff of the Six, as into Britain; so British entry into the Common Market would make no difference at all. On tropical foodstuffs, again, both Britain and the E.E.C. give preferences to their associated territories; some bargain ought to be possible in the negotiations for British entry.

Countries other than Britain and France, for example, might give these tropical foodstuffs from both franc zone and Commonwealth equal conditions of entry, while Britain and France retained preferences. Exports of Commonwealth manufactures are controlled—even in Britain—mainly by quotas of one kind or another rather than by tariffs. Some low general tariff for Europe with the prospect of steady expansion of these import quotas would serve some of the Far Eastern countries exporting textiles as well or better than they are served today.

What are called " temperate foodstuffs," from Australia, Canada and New Zealand ought probably to be able to gain fairly liberal tariff treatment from the Continent, while retaining free entry to Britain; these, of course, are involved with the integration of British and European agricultural support systems. Canada and Australia are developing exports of manufactures, which could be more affected if they had to enter Britain across a low tariff barrier; one or two items such as Canadian newsprint might need special treatment.

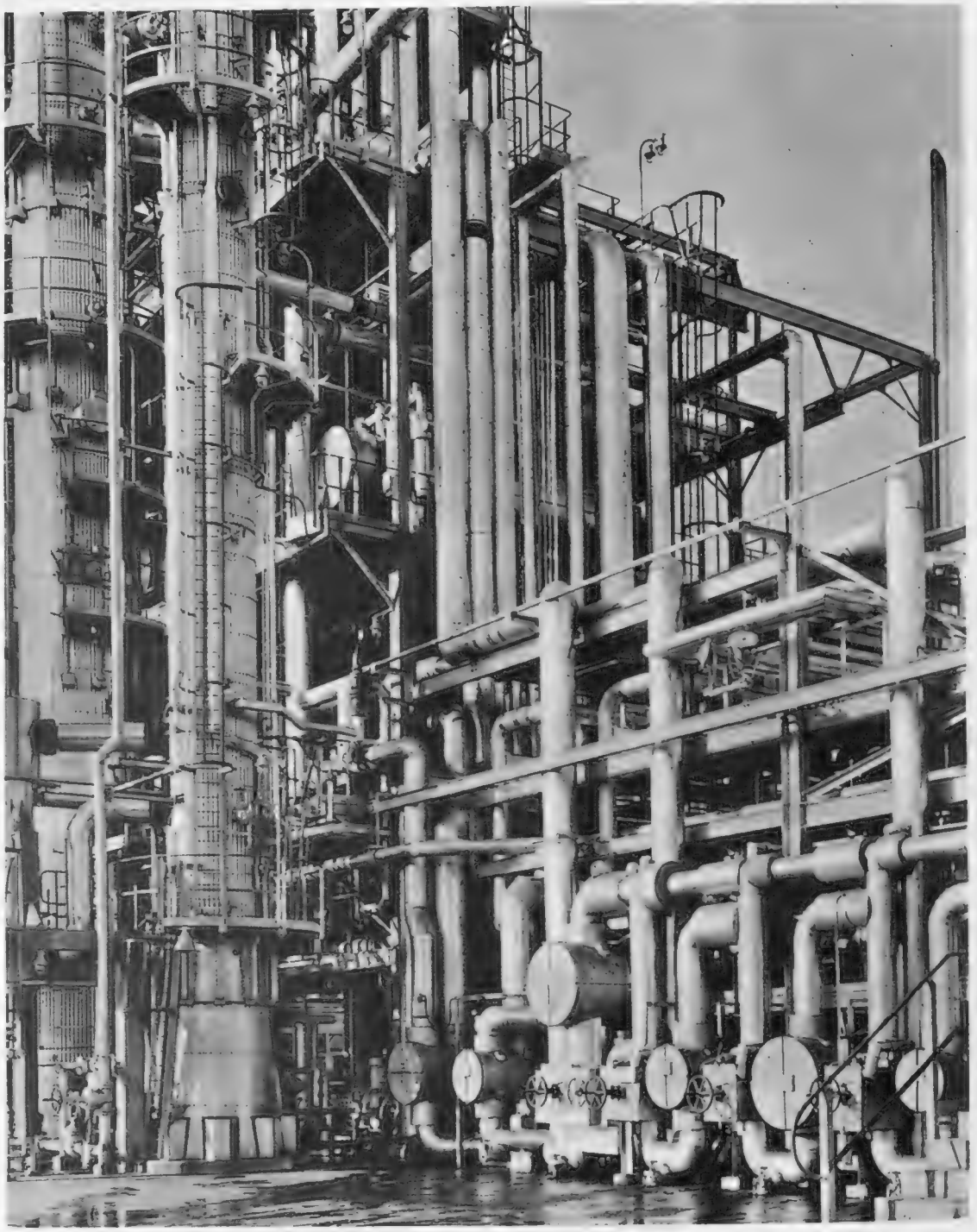
This sort of discussion, dealing with particular elements of trade, may seem inadequate to believers in the Commonwealth who would prefer, as we all would, some simpler and more comprehensive form of merging with Europe. What formula will be evolved will depend considerably, of course, upon the Commonwealth countries themselves. Both with Britain and with Europe they have considerable bargaining power. But it seems likely that even a less simple and sweeping merger with Europe for these countries—and most long-term trade deals, in world affairs, turn out to be complicated in detail rather than simple—would be on balance of advantage to them.

PLASTICS EXPAND

A Revolution in Materials

By **David Radford,** *Chairman, British Plastics Federation*

The International Plastics Exhibition and Convention is being held at Olympia, London, until July 1. Nearly five hundred firms are showing a wide range of finished products



A maze of pipes, ducts and valves forms part of the plant for the manufacture of high-density polythene at the British Hydrocarbon Chemicals factory at Grangemouth, Scotland, of British Resin Products Ltd.

The plastics industry is one of the fastest-growing sectors of the modern industrial scene. Its expansion since the end of the last war outrivals that of any other industry, and there is little sign yet of any halt in the upward curve of its expansion programme. Paradoxically, this success has been achieved in the face of deep public distrust of plastics materials, and the very name the industry carries has hindered, rather than helped, its development.

Not so many years ago there was adequate reason for this distrust. Plastics materials have developed in the tradition of the penny-bazaar and the products made from them were both cheap and of poor functional quality.

There is much confusion about the origins of plastics. In the popular mind, they are believed to have had their genesis in the ersatz substitute materials developed by Nazi Germany to replace natural materials which by virtue of military circumstances might no longer be available. In fact, plastics materials, in terms of their history, are very much older than this.

To define this group of materials is difficult. They represent such a bewildering array of properties as to make simple definition impossible. They range from the hard, brittle phenolic materials, from which the majority of our telephones were made until recently, to flexible and highly-coloured polythene, characteristic of washing-up bowls and sink-tidies, with such miraculous materials as silicones and p.t.f.e. thrown in for good measure. Some are soft, some are hard, some are relatively cheap and some are very expensive. The one characteristic that they nearly all share is that they are organic, high molecular weight materials and most of them do not exist in nature. They are substances resulting from synthesis processes, usually based on raw materials derived from coal and oil.

At work in the control centre of the polypropathene plant of the I.C.I. Wilton works at Middlesbrough, in Yorkshire

Plastics have not always been synthetic. The early materials, among them gutta percha and celluloid, were natural materials in the sense that they were based on naturally occurring substances and resulted very largely from simple processes. They were moulded and processed in ways very similar to those current to-day, and at Prince Albert's Great Exhibition in Hyde Park in 1851 numerous articles were shown ranging from pen trays to picture ornaments based on gutta percha. There was even an attempt, not altogether unsuccessful, to replace the lead piping for the conveyance of water with gutta percha tubing, and a number of medical authorities were moved to write in praise of this miraculous material.

To a very large extent, however, the development of these so-called plastics materials in the nineteenth century represented a superficial development. Science played no great part in this work and the applications for the materials were largely of a non-technical nature. This is not to underwrite their importance, for indeed the plastics materials of that time played a very important part in the social-economical scene. For example, cellulose nitrate or celluloid, simulated so closely the characteristics of natural tortoiseshell as to be virtually indistinguishable. When one remembers the elaborate hairstyles of the late nineteenth century, necessitating a multitude of tortoiseshell combs, it will be realised that the introduction of cheap celluloid combs in the penny-bazaars brought about a situation where the between-stairs maid could dress her hair as elegantly as her mistress. The

Using a band-saw to cut through 9-inch -thick laminated plastics, used in ships' bearings and gears, at the Tufnol Ltd. factory at Birmingham

Lifting out a pair of two-colour cups, made from plastics, from their moulds at the Ranton and Co. Ltd. factory of B.I.P. Tools Ltd., at Brentford, Middlesex

A plastics pipeline, comprising 20-ft. lengths of 6-in. Epoch pipe, made by Bristol Aeroplane Plastics Ltd., Bristol. **Centre:** Producing a continuous tube of polyethylene film, used for testing purposes in the laboratories at the plant of Monsanto Chemicals Ltd., at Fawley, Hampshire. **Right:** A workman trims a block of Styrocell expanded polystyrene, used for thermal insulation, at Shell Chemical Company's works at Carrington, Manchester

growth of the popular stores and the novelty trade and the introduction of very cheap toys, a number of them of foreign origin, may all be attributed in significant measure to the availability of celluloid. Another very important technical advance, the cinematograph, again depended upon continuous reels of film, based on celluloid.

Fundamentally the technical element here was superficial. It was the behind-the-scenes work in the developing chemical industry of Europe of the nineteenth century that was to lay the foundation for the emergence of plastics as we know them to-day in the twentieth century. In both Britain and Germany much basic work was in progress, particularly in the synthesis of dyestuffs, and it was the emergence of the huge chemical companies typified in the nineteenth century by Dynamit, Badische and Hoechst, and in the twentieth century by Imperial Chemical Industries, that was to provide the basis for the modern plastics industry. By 1930 much of the fundamental work was done and although the leaders of the chemical industry at that time could scarcely have forecast how successful the industry was to be in the future, nevertheless, there was a very real understanding of what form the future developments were likely to take.

To-day, the plastics industry comprises three important parts. The first is that part which produces the raw materials. This is principally a component of its parent chemical industry and it is from the chemical and the petrochemical industries that the feedstocks for the raw materials plants principally come. Based on derivatives of coal and oil, vast chemical complexes are at work converting these materials into the raw materials of the plastics industry. Consider, for example, the Wilton site of Imperial Chemical Industries on Teesside. Here, in ten years, investment in plant has been at the rate of £1,000,000 per month. Hundreds of thousands of tons of light naphtha are brought in each year, fed to the cracking plants where the oil is broken into its constituent parts, and where fractional distillation separates these components.

One of the most important, ethylene, is then fed to a complex plant where the ethylene gas pressure is raised from 28 to 22,000 p.s.i. The compressed gas is passed into high-pressure reaction vessels where, as a result of a catalytic process, it is transformed into the solid substance we know as polythene. The business of making plastics raw materials, by definition, calls for heavy investment and the organisations involved in this work, not unnaturally,

(*Continued on following pages*)

A moulded thermoplastic sheet is removed from the vacuum-forming machine, during the manufacture of model boat hulls. The moulds can be seen inside the machine

Right: A large cinema screen is mechanically sprayed with an aluminised paint, based on Geon PVC. This gives the screen a superior reflecting surface, no matter from what angle it is viewed. The screen is made by Andrew Smith Harkness Ltd., of Boreham Wood, from Geon PVC sheeting, supplied by Greenwich Plastics Ltd.

PLASTICS EXPAND

(*Continued from page 513*)

comprise many of the leading companies in the chemical industry. The Distillers Company, Shell Chemical Company, Monsanto Chemicals, British Industrial Plastics, Bakelite, The British Xylonite Co., Albright and Wilson are some of the famous names which are involved in this production of plastics raw materials.

Once made, these raw materials may be routed in a number of directions. For example, to the textile industry which absorbs hundreds of tons per annum, primarily to confer upon fabrics the characteristics required to-day of fade and crease resistance; to the paper industry for the production of wet-strength papers such as are used in paper handkerchiefs; to the leather industry for the treatment of leather for shoes; to the paint industry, now principally based on modern plastics; and to a hundred different other destinations where, unseen and often unappreciated by the public, they result in the improvement in performance of many natural materials. The largest call on these raw materials, however, is by what is called the fabricating sector of the industry, the industry's second component part. It is this complex of companies that is responsible for the transformation of the raw materials into the finished and semi-finished goods with which the public is familiar. Radio and television cabinets, piping for motor-cars, upholstery for buses, decorative panelling for ships, transparent bags for packaging, liners for refrigerators; these are some of the items produced by this sector of the plastics industry.

To the layman they are all " plastics." The fact that they differ so widely in appearance, and have so many different applications, is to him merely a phenomena of this day and age. He accepts their existence and remains largely unconscious of their spread of use. To the technologist, however, they cannot be lumped together as one amorphous mass. They are, in fact, hundreds of different materials, each one possessing some characteristic which marks it out from all the rest. Thus, the transparency of Perspex and polystyrene, the robustness of polythene and PVC, the temperature resistance of p.t.f.e., all delineate a potential area of special application.

The third component of the industry is that part which provides the plant and equipment to convert plastics materials into finished or semi-finished products. Much of this plant is of very high capital cost and a machine to mould in one piece the complete liner of a refrigerator may easily cost more than £60,000. Because of the growth in the sales of plastics materials this sector of the industry is extremely active and will continue to remain so since investment in plant of this kind always lags slightly behind investment in plants for the manufacture of materials.

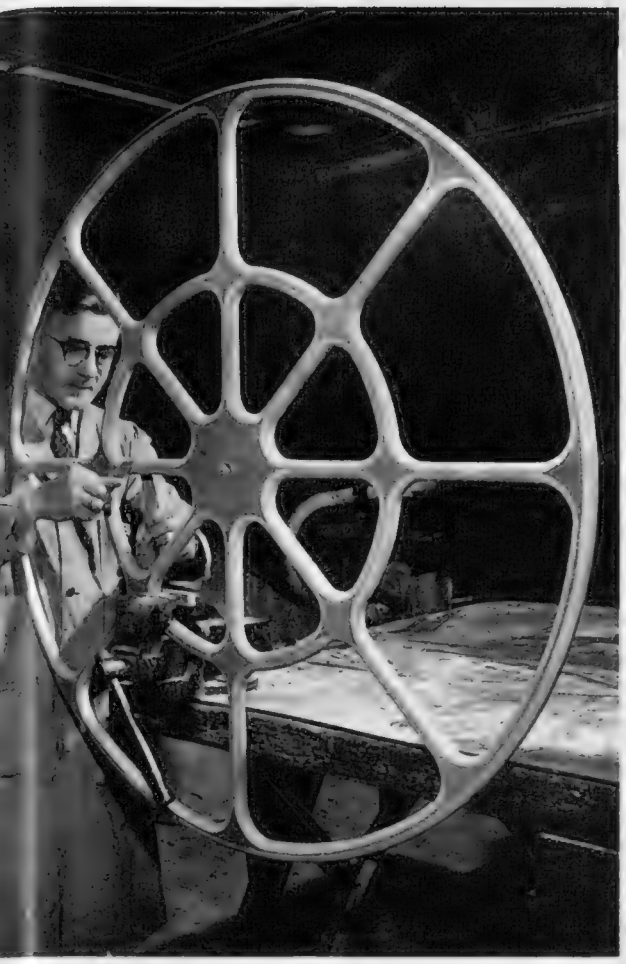
At this point, the question may reasonably be asked what is the effect of this enormous development in plastics materials likely to be on our everyday life and on the country's economy generally?

The simple answer to the first part of the question is that plastics materials will continue to make our lives more efficient. To refer once again to the textile industry, quite apart from the benefits conferred on natural fibres by plastics resins such as crease, shrinkage, and fade resistance, all of the new fibres, nylon, Terylene, and others, are wholly synthetic. The characteristics they confer are very largely preordained by the chemist and bring advantages to us not only in terms of more efficient wearing apparel but also in the very wide and important field of industrial fabrics. The printed circuit, which is an electrical circuit printed in metal on a plastics laminate base, is another valid demonstration of efficiency, for not only would a computer be impossible without such circuits, but they are also playing a vital part in the manufacture of more efficient and cheaper television sets. In the field of packaging, quite apart from the dramatic change brought about by the polythene squeeze bottle which has influenced the marketing of practically every liquid commodity, plastics transparent film wrapping has made possible the development of the self-service store. It is rare to-day for any improvement in marketing technique to be effected without the employment of plastics materials in one form or another.

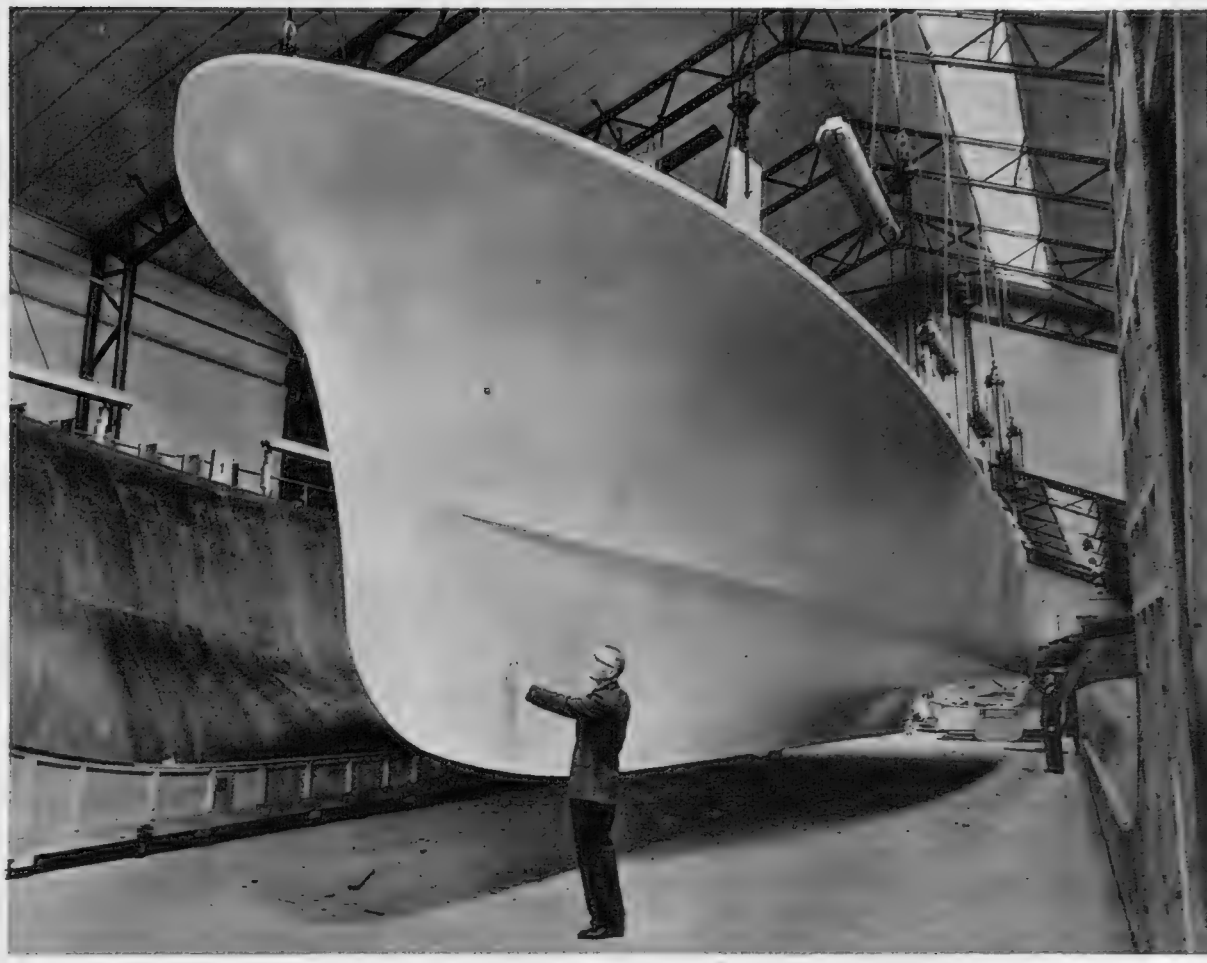
The front panels of the Midland Red D.9 omnibus are made from Bakelite polyester resin reinforced with glass fibre. Over 100 mouldings are used in the bus

These examples only serve to highlight what is a basic trend. It is very difficult to think of a property which cannot be incorporated in one or another plastics material and the strength of the industry to a large extent lies in the facility with which the chemical plants which produce these materials can be closely controlled to tailor the properties according to requirements.

In this is the implicit answer to the second part of the question, for the contribution to the international economy by the plastics industry grows year by year. Where the boundaries lie to the expansion of the plastics industry it is yet too early to say, but it is certainly true that many organisations formerly wholly engaged in the conversion of traditional materials have successfully followed the maxim

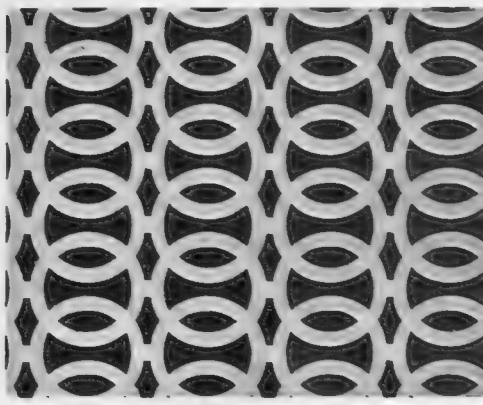


An employee smooths off a large wheel, made of plastics, for a 12-metre yacht at the Tufnol factory in Birmingham



One of the largest one-piece mouldings in glass fibre reinforced plastics—a 4½-ton boat hull moulded by Halmatic Ltd., Southampton

A distribution frame in a G.P.O. automatic telephone exchange. Insulation is PVC supplied by Bakelite Ltd.



During construction of a nine-storey block of flats in Birmingham, Fablon polythene film is laid over the floors, resting on each other at ground level, to keep them separate before they are hydraulically lifted into position. **Centre:** A giant injection-moulding machine produces polypropylene "supersinks" in one operation at the Ekco Plastics Ltd. factory at Southend-on-Sea. **Right:** Sheets of rigid Geon PVC can be easily perforated by G. A. Harvey (London) Ltd. in a wide range of decorative patterns

"if you can't beat them join them." The degree of diversification that has taken place already is remarkable; such great organisations as Tootal, Broadhurst Lee, already large customers of the plastics industry for textile treatments, have now acquired a major plastics fabricating company. The Metal Box Co. Ltd., with very strong interests in tinplate, have, at the same time, created enormous facilities for the fabrication of plastics and this is a trend that will continue for many years to come.

The biggest single market for plastics to-day is in the building field, where great progress has been made in the development of special materials that will help to reduce the labour element in building construction and which may well bring us to the point where it will be cheaper to construct a plastics house than one in conventional bricks and mortar. The price trend in plastics materials is perhaps one of the most important of all in determining the further growth-rate of this industry in the next ten years. The almost universal trend has been towards a steady rise in prices and the plastics industry is one of the few examples of running completely counter to this trend. One important material, polythene, was reduced in price by 20 per cent. in 1960 and most plastics materials are substantially cheaper to-day than they were ten years ago.

The impact made on the domestic market by these materials is matched by a flourishing export business amounting to-day to approximately 40 per cent. of plastics sales. With the growth of indigenous manufacture overseas, this business is becoming increasingly difficult to get but the advantage is still with countries such as the United Kingdom, where by continuous research, new materials are able to place us ahead of most countries. In the under-developed countries, the markets for these materials are truly formidable and we are also selling know-how to such countries as Russia, East Germany and Rumania.

The fascination of plastics has its strongest basis in the almost unique position that is the industry's bed-rock; its products are synthetic, not existing in nature and determined entirely by the skill of chemists and engineers. The employment of synthesis processes nearly always results in the more intelligent employment of the world's resources and in many respects improves upon the products of Nature, if not in appearance, in performance. In this, as in all branches of science and technology, progress is cumulative. Each year adds more to our fund of knowledge and thus the leaps forward are likely to be greater in the future than they have been in the past.

INDUSTRY AND THE STOCK MARKET

HOPES FOR HOTELS

By "THE SPHERE" CITY CORRESPONDENT

". . . I expect the group to enjoy another successful year . . . turnover to date shows an increase over the same period last year . . . your board would recommend dividends of 22½ per cent. compared with an equivalent of 18½ per cent." This was the encouraging picture recently presented to shareholders of Grand Hotels (Mayfair) by the chairman, Mr. Maxwell Joseph. It makes a strong contrast to the gloomy reports issued by a large number of hotel companies for a number of years after the war. Full employment and rising labour costs in the 1950's often made it difficult to earn profits from hotels in Britain. Recently, however, there has been a marked revival in hotel prosperity, reflected in a sudden spurt of hotel building and in the growing interest taken by investors in the hotel industry's shares. This interest seems to date from the Savoy Hotel take-over battle of 1953, when Mr. Harold Samuel, a property expert, made an unsuccessful attempt to gain control of the Savoy Hotel group in order to convert one of its constituents, the Berkeley, into offices and showrooms. Looking back, this period appears to have been the low point of the hotel industry's fortunes. Since then, profits have gained from the rising level of consumer spending, the increasing flow of foreign visitors to this country and the growing use of hotels by business executives. At the same time, hotel managements have learned a great deal from their post-war difficulties, notably in the economical use of available labour and the development of hotels that in many cases had been built before World War One.

In the luxury hotel class, the two outstanding groups are Savoy Hotel and Grosvenor House. Savoy, much the larger of the two, controls Claridge's, the Berkeley and the Connaught Hotel as well as the Savoy itself and Simpson's restaurant in the Strand. Profits have progressed steadily, from a total income of £725,000 in 1955 to more than £1,000,000 last year. Shareholders' dividends have been correspondingly increased from 17 per cent. to 21 per cent. Speaking earlier this year, Mr. Hugh Wontner, the chairman of the group, told shareholders that 1960 receipts had reached a new record level, but that costs were higher so that profit margins fell. He stressed that spending on improvements, an important item for a hotel in the Savoy class, was very much higher in 1960. Grosvenor House, the other luxury hotel group, also depends partly on support from American and overseas visitors, and profits have expanded from just over £400,000 in 1955 to more than £650,000 last year. Shareholders' dividend rate which was 15 per cent. in the former year is now running at the equivalent of rather more than 28 per cent.

Outside the luxury hotels group one firm to establish a name over recent years is Mr. Maxwell Joseph's Grand Hotels (Mayfair). This controls such well-known London hotels as St. Ermin's, Washington, Mostyn, Green Park and Fleming's. Two features of the group's progress have been the ability to make profits from new hotel buildings and the high quality of management. This is reflected in expansion of trading profits which more than doubled between 1958 and 1960, together with the further progress outlined by Mr. Joseph for the current year.

Two other hotel groups which investors should consider are Associated Hotels and Frederick Hotels. Associated's best-known asset is its control of the Kensington Palace Hotel which also takes in five adjacent hotels. Through Kensington Palace the group has recently acquired Securicor and Night Security which will diversify interests. Profit growth was fairly moderate until the acquisition of Kensington Palace Hotel, but showed a marked improvement for 1959-60 and a total of £240,000 has been indicated for the period to next September. Frederick Hotels, by contrast with other groups, has large interests in the provinces. In London it owns the Hotel Russell and controls Grand Hotels in Sheffield and Manchester, together with leading hotels in Harrogate, Leeds, Bradford and Nottingham. Like Associated, Frederick's earnings showed moderate expansion after the war while shareholders' dividend was held at 15 per cent. for many years until 1957. The current rate has been improved to 25 per cent., and last October Mr. H. S. Wharton, the chairman, looked forward to another satisfactory year.

Apart from Frederick Hotels, one outstanding choice for investors who want a wide geographical spread of hotel interests lies in Trust Houses. This is a well-known group which last year reached a turnover of £10,000,000 producing gross profits of just over £600,000. Sir Geoffrey Crowther and his co-directors have an important expansion programme in hand, including new hotel developments in London—where the group is already represented through Brown's Hotel. For investors who wish to take a direct stake in the hotel industry, three possible choices are shares in Savoy Hotel, which can be bought to offer nearly 4 per cent., Grand Hotels (Mayfair), which yield about 3½ per cent. and Trust Houses, which offer a little over 3 per cent. Investors who prefer to take an indirect stake in the business have the choice of a catering group such as J. Lyons—interested in the Cumberland, Strand and Regent Palace Hotels, in London—or one of the larger brewing groups, such as Ind Coope or Watney Mann.

GOOD LIVING

By Ganymede

Wine tasting for members of the wine trade is very much part of their business. The palate, and the other senses involved of a grower, shipper or merchant, have been trained from early youth for this task and through the years have become so sensitive that incredible feats of recognition, distinction and remembering are possible and are, in fact, taken for granted. Special aptitude and long experience can produce staggering feats, at which the mere amateur of wine is filled with admiration and astonishment, but which he can never hope to emulate. However keen a wine lover may be, even granted an exceptional aptitude, he can never aspire to equal his professional brother, if, for no other reason, for sheer lack of experience caused by lack of opportunity. It is impossible to develop the same sure faculty by occasional tasting as opposed to a life-long, day-to-day, regular habit.

Wine tastings, originally intended for the trade only, have in recent years been extended in scope and in many cases are given to members of the public. This practice is to be commended, for it helps to make more people take a deeper interest in their wine, by extending their knowledge. Thus wine drinking (and selling) generally owe a great deal to enterprising shippers and other organisations who have made tastings a recognised form of social event; Guy Prince, of the firm of Lebègue, is the undisputed leader in this field. His annual tastings, for the trade and selected members of the public, have been extremely successful, for the fine selection of the wines offered and for their impressive setting in the firm's cellars.

For similar reasons the activities of the "Friends of Wine" are commendable. Their tastings, which usually take place at Vintner's Hall, are not put on for members of the trade at all but, one might say, by the whole wine trade for the benefit of the public. If anything, their latest effort "Wines to drink with summer meals" which I attended last week was notable for too great an abundance. I cannot believe that the full benefit can be achieved by offering twenty-seven different wines to mere amateurs. There was everything possible there: vermouth, sherry (including some Commonwealth produce), port, wines from Cyprus, Portugal, Moselle, Alsace; whites from Burgundy, the Rhône, the Loire, Germany, Italy, Spain; reds from Bordeaux, Burgundy, Beaujolais, Hermitage, Italy; and sweet Monbazillac and Barsac. Among them there were some delightful wines, such as a fresh Piesporter Goldtröpfchen 1959, a Wehlener Sonnenuhr 1959, a charming Gewürztraminer Réserve 1957, a remarkably clean white Savigny (at only 14s. 6d. a bottle), a couple of distinguished clarets—Château Lynch Bages 1953 and Château Beychevelle 1955—and a most promising Burgundy, the Chambolle Musigny 1955. I must confess that I did not sample all the twenty-seven wines. I consider the number is far too large for even experienced wine lovers to assess and appreciate all of them.

I am a little puzzled why the *Confrérie de la Chaîne des Rôtisseurs* is inaccurately translated by its British branch into the "Brotherhood of the Guild of Turning-Spit Roasters." Why this insistence on the turning-spit which is not mentioned in the French title? I am told by the Chancellor of the British branch that members must promise always to roast their meat on a turning-spit. True enough when the Guild was formed in the thirteenth century the spit was the only efficient method for roasting meat, but by the time it was re-formed and re-started in 1950 new and better methods of roasting had become available.

There may be a certain special flavour in spit-roasting in front of a log-fire, but surely the important thing is that the meat is completely surrounded by hot air, and this can be most efficiently achieved in, for example, a modern gas-oven. There are modern, mechanical spits, of course, which are used in the front of many self-service stores and snack bars where broilers can be seen rotating. In my opinion the advocation of the use of a turning-spit is not only an anachronism, but gastronomically quite pointless.

I was not the slightest bit converted by the lunch given by the Brotherhood at Butcher's Hall recently, where beautiful Loire wines were the accompaniment to a meal, the centre-piece of which was spit-roasted prize-winning New Zealand lamb. This was very good, but roasting it on the spit had not contributed anything to its quality.

The lunch given by Geoffrey Nobes and his co-directors in Smith and Hoey Ltd. at the Mirabelle to meet their principal from Beaune, Monsieur Louis Jadot, head of an old-established house of Burgundy growers and shippers, was a most enjoyable occasion. The food was simple, but perfectly prepared and presented: Smoked Salmon and Potted Shrimps; Saddle of Lamb (succulent, and most probably roasted in an oven); Norfolk Asparagus; Champagne Sorbet; Coffee. The wines were worthy of the hosts and the occasion: Puligny Montrachet 1957, Les Combettes; Beaune, Clos des Ursules 1953; Bonnes-Mares 1934 (in magnum)—all these bottled in France by Louis Jadot—and a remarkably smooth Vieux Marc de Bourgogne, "A la Mascotte," also by Louis Jadot.

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MOTORING

A FORD WITH CHARACTER

A car laundry in London; Malta and the motor industry

By **COURTENAY EDWARDS**

A criticism sometimes levelled against the products of Ford of Dagenham in the past is that they have lacked personality. This is certainly not true of the Anglia, and in the new Classic 315 Fords have gone even farther in evolving a car which not only offers cheap, reliable transportation but does so with a brand of sophistication which will quickly endear it to its owners.

Since this important new car was announced I have driven the two main versions of it many hundreds of miles. I was much impressed by the smooth, precise operation of the steering-column gear change mechanism, which is optionally available on the 315 but my own personal preference is to have the lever on the floor. With its four well-spaced gears and a 4-cylinder, over-square engine of 1,340 c.c. which develops 54 b.h.p. at 4,900 r.p.m. (compared with the Anglia's 39 and the Consul's 59), the Classic has a great zest for crisp acceleration and fast cruising, with a top speed, in favourable conditions, of 80 m.p.h.

Among the many outstanding design features are the quadruple, sealed-beam headlamps (which spread a wide, brilliant path of light), the huge luggage boot, the fade-proof, self-adjusting Girling disc brakes on the front wheels and the ability of the new Trico wipers (worked by a variable-speed Lucas electric motor) to do their job well, even when cruising fast. There is a choice of twelve colours, and in the case of the de luxe models seven two-tone alternatives are also available. Leather is offered as an optional extra for the well-shaped seats.

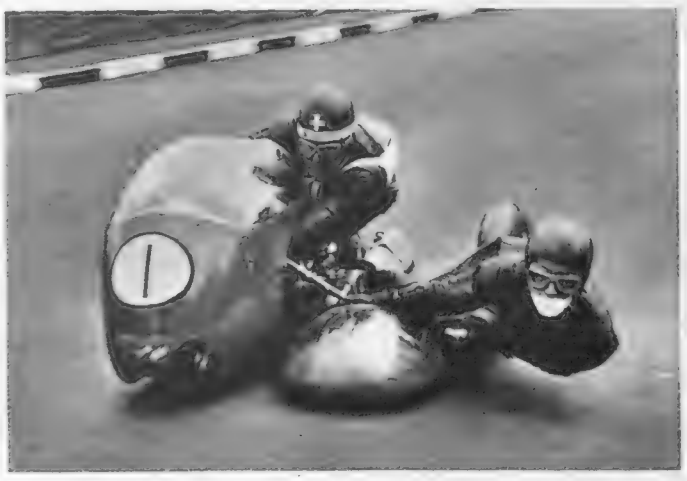
The steering mechanism of the Classic gives a light, positive control, the springing is just right for a full load, there is plenty of leg room, back and front (with 5 ins. of fore-and-aft movement on the adjustable front seats), and, helped by a low centre of gravity, the car holds the road with a tenacity which is best demonstrated on corners taken fast. Here is a well-thought-out car with good manners and an impressive capacity for hard work. I am surprised that Fords have not thought it desirable to incorporate safety belt anchorages.

Most motorists will welcome the news that Lucas have devised a system which at night automatically reduces the brightness of braking lights and turn indicator lamps. We are often blinded by the light signals of cars in front, particularly in the wet, and when this dangerous feature of modern motoring was mentioned in the House of Commons not long ago the Minister of Transport, Mr. Ernest Marples, asked the motor industry to take a close look at the problem.

Lucas had, in fact, been working on it for some time and had perfected a method of dimming a car's light signals whenever the sidelights are switched on. It is obvious that in order to be effective during daylight—when, even in England, they often have to compete against bright sunshine—light signals need to have a brilliance which, at night, can be positively dazzling. News of this important development has been withheld until the present time because Lucas hoped to time its announcement to coincide with the publication of an international standard of brightness for signal lights.

How would you like to be able to get your car thoroughly washed in the space of five minutes? It may sound fanciful, but I have just seen a demonstration in London of a £25,000 garage installation—the American Auto-Magic car laundry system—which offers just that kind of service. Bring in your car, they say, and we will thoroughly clean it, inside and out, while you are drinking a cup of coffee provided free by the management. Basis of the system is a variable-speed conveyor, 160 ft. long, which is capable of accommodating ten cars at a time. It is flanked and spanned by automatic rinsing, brushing and drying equipment.

Olivier Gendebien drives the winning Ferrari during the Le Mans 24-hour race. His co-driver was Phil Hill of the United States



During the Tourist Trophy races at Douglas, Isle of Man, Scheidegger and Burkhardt, of Switzerland, compete in the International Sidecar event

Working at full capacity, with twenty men employed on it, the laundry can wash one car every fifteen seconds. In moderately busy periods it can be operated by eight men. At the garage in Brompton Road, S.W.3, where I saw the Auto-Magic laundry demonstrated, Mr. Hilton Lowndes, U.K. and Common Market distributor for this equipment, told me it is possible to charge only 12s. 6d. for medium and large cars and 11s. 3d. for small ones. A book of tickets covering twelve washes can be had for 9s. or 10s. for each wash, depending on the size of the car.

It is now possible for travellers on the diesel Pullman train services to London from Manchester, Birmingham and Bath to hire through the conductor a chauffeur-driven Victor Britain car which will be waiting at the London terminus. There is no extra charge beyond the standard £1 5s. an hour or equivalent mileage rate. The booking can be made before the train leaves or at a stop en route. Similar facilities have been available for some time on other Pullman services.

So many motorists nowadays fly abroad for their holidays and hire a self-drive car when they reach their destination that I make no excuse for referring to a trip I made recently to Malta, which is going all out to attract tourists and where there are plenty of hire cars. I went there on the inaugural flight of B.E.A.'s new Vanguard service, which offers a night tourist rate (Monday to Friday) of £33 10s. return. Malta and the "sister" islands of Gozo and Comino have an excellent climate, first-class bathing, many delightful villages and much fascinating evidence of their romantic and stormy past, including splendidly preserved palaces and patiently excavated ruins. With financial grants and in other ways, Malta, through its enterprising Tourist Board, is encouraging the construction of new hotels. Two, each with 200 rooms, are in course of preparation. These charming Mediterranean islands will need many more hotels when their attractions become more widely known.

Most of the cars in Malta and Gozo are British, with Hillmans, Fords, Austins and Morrises heading the popularity table. Among the foreign cars, Fiats and Simcas are strongly represented. On the industrial estate at Valletta, where the Government is building factories to absorb some of the labour made redundant by the Royal Navy's partial evacuation of the famous dockyards, a newly-formed Maltese firm has just started assembly of Rambler cars from parts shipped from Detroit by American Motors, pioneers of the compact car in the U.S. The cars assembled in Malta are primarily intended for export to Africa, the Middle East, India and Pakistan, but British car distributors in the island fear it may soon be flooded with Ramblers and are critical of the financial help given by the Maltese Government to this outpost of the U.S. motor industry.

Briefly . . . . An estate car conversion of the Austin A99 Westminster saloon is offered by the Windsor Motor Co. Total cost of the vehicle is less than £1,500. . . . Jack Brabham, who finished ninth in a Cooper in the classic Indianapolis race in the U.S., used special Dunlop tyres which, to cope with the strain of 800 left-hand bends, had a tread pattern on only one side, the other half being completely "bald." . . . Mr. Graham Lyon, motel pioneer in Britain, has joined forces with Watney Mann in a £42,500 company to promote a chain of motels throughout the country. . . . A new novel by Charles Franklin—"Fear Runs Softly" (Robert Hale)—made a timely appearance on the eve of the 24-hour race at Le Mans, for this classic event forms the background to much of the story. . . .

Sixth and last in the series of Shell and B.P. road maps of the British Isles has just been issued. Central London one side; approaches to London on the other. Price 1s., at Shell and B.P. filling stations. . . . A French airline company is now operating car-carrying Bristol freighters from Le Touquet, Calais and Cherbourg to Lydd and Hurn, in pool with Silver City Airways. . . .

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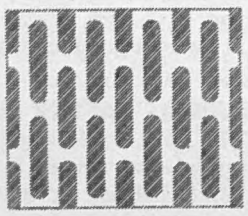

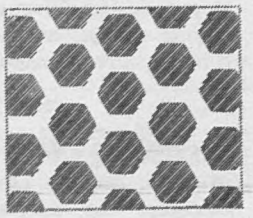

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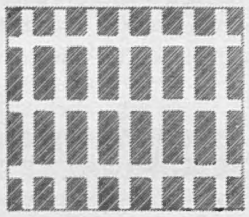

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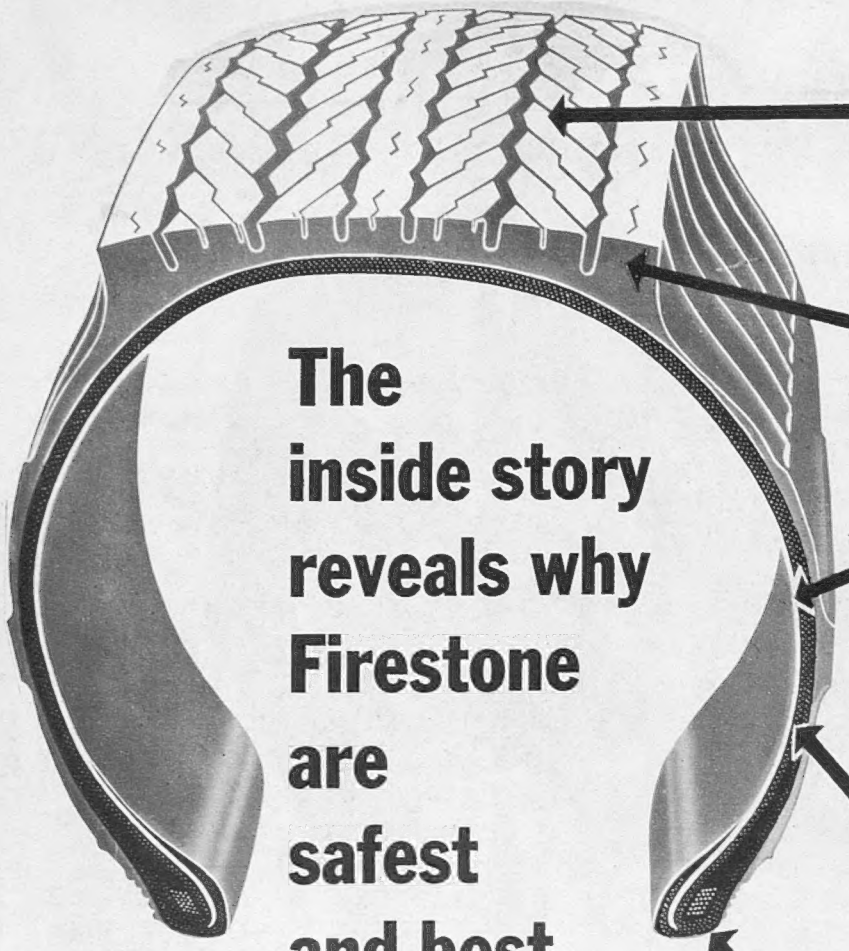

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13–15, John Adam Street, London, W.C.2.*

THE PLEASURES OF ANTICIPATION can be enjoyed by planning a touring holiday ahead. The more so these days when travellers have the choice of air, rail, road and sea travel.

For the last week I have been absorbed of an evening plotting a return visit to Ireland, bearing in mind my wife and I wish to take our own car rather than hire one. We prefer sea travel to air and with a view to the shortest sea route, we settled for Stranraer to Larne, which had the added advantage of our being able to visit Scotland's south-west.

To obviate the long trek by road from Sussex to Stranraer and to save time by travelling at night, we have planned to avail ourselves of the Eastbourne/Glasgow Car Sleeper Service which operates on Monday, Wednesday and Saturday from June 19 to September 23. Leaving Eastbourne at 9.5 p.m., Glasgow St. Enoch station is reached at 9.38 the next morning.

Soon we shall be heading northwards, our first stop being at the famed *Buchanan Arms* at Drymen. We bank on a fine morning so that from the hotel gardens opposite we can view anew Loch Lomond. Doubtless we shall be tempted to linger but our objective, if time permits, is via the grandeur of the Trossachs to *Lochearnhead Hotel* for lunch where we hope to meet again Ewen Cameron, a giant Scot of many parts. Not only do he and his wife keep a vigilant eye on the running of the hotel but as Mr. Cameron is professional champion of caber tossing and hammer throwing and an enthusiastic water-skier, it is understandable that the *Lochearnhead Hotel*, with its many sporting amenities, is a great centre for family holidays. Later we shall turn left alongside Glen Dochart for Dalmally with *Ardbrecknish House Hotel* or *Portsonachan Hotel* as our base for two nights.

The next day we hope to make a little over a 100-mile run, embracing some of Scotland's finest, wildest and softest scenery. The route—Dalmally, Glen Orchy (note *Bridge of Orchy Hotel*), Glencoe, Ballachulish and on to Port Appin for lunch. We know we shall get a real Scottish welcome from Miss Anne Scott Rae, who for a number of years has so efficiently run the *Airds Hotel* there. Once again we shall be tempted to linger but we have duty as well as pleasure ahead.

Heading south and crossing the Connel Bridge, *The Falls of Lora Hotel* beckons us where we are anxious to view the improvements that Mr. J. O. M. Stewart has effected during the last year. A good hotel this to note for those who wish to be near yet not in Oban (7 miles).

Naturally we get many inquiries for this picturesque resort and base for rail, road and steamer excursions. Our recommendations are the sixty-bedroomed, fully-licensed *Alexandra Hotel*, ably managed for many years by Miss C. J. Smith, or the twenty-bedroomed unlicensed *Rannachan Hotel*, where Miss E. D. F. Robison is an efficient and interested hostess.

And so back to Dalmally on the south shore of Loch Awe for a further night.

Departing the next morning, we plan to follow the switchback moorland road along the southern shore of the loch to Lochgilphead and on to *Stonefield Castle Hotel*, Tarbert, where we hope to spend a night with a view to shipping our car and ourselves by Clyde steamer to Gourock. Failing our ability to do this, we must make the journey by road and shall be tempted to choose the route Inverary down to Dunoon and there cross the Firth of Clyde to Gourock. Our hotel for the night ? Dependent on time of arrival and availability of rooms (we shall telephone ahead), *The Tontine Hotel*, Greenock, *The Bay Hotel*, Gourock, or *The Manor Park Hotel*, Skelmorlie.

The next day we shall be able to hug the coast all the way to Stranraer, visiting en route our two recommendations in Troon, the forty-five-bedroomed *Marine* and the smaller—and consequently cheaper—*Sun Court Hotel*.

Next we shall come to that hotel of international repute owned by the British Transport Commission, the *Turnberry*—worthy finale to the few days we shall spend on Scottish soil.

One of the advantages of the Stranraer services is that one can sleep on board and the journey across to Larne the following morning is no farther than from Dover to Calais.

On the return journey, after making a complete circuit of Ireland, which we hope to cover in a future article, we shall tour along the south coast of Scotland, making first for the *Murray Arms* at Gatehouse of Fleet.

Later on we shall move on to Kirkcudbright where we shall find the *Selkirk Arms*, where one can admire at leisure the many prints and pictures on the walls. And so on to Rockcliffe—*Baron's Craig Hotel*, where the wooded grounds, neat lawns and colourful flower-beds blend into the scenic charm of Rockcliffe as a whole. Then via Dumfries we hope to take that lovely run over the Galloway Hills back to Glasgow and pick up the car sleeper train back to Eastbourne which leaves every Sunday, Tuesday and Thursday at 7.45 p.m., reaching Eastbourne at 7.42 the following morning. Just in time, if we are punctual, to get home for breakfast !

Advance plans should always be elastic. May reminds me that we ought to be on our journey at least a fortnight earlier. Only a slight adjustment is needed. We shall hope to secure reservations on the London/Glasgow Car Sleeper train which, commencing Tuesday, May 16, leaves Marylebone at 7.45 p.m. on Tuesdays, Thursdays and Sundays, and arrives at Glasgow St. Enoch at 7 a.m., allowing us to surprise Mr. C. L. D. Guy at *The Buchanan Arms*, Drymen, in time for a Scottish breakfast—porridge, baps, scones—the lot.

If we adopt this latter plan we shall tour the Solway Firth shore of Scotland prior to embarking for Ireland and on the return journey take the Belfast/Glasgow steamer enabling us to adhere to our original plan of the Car Sleeper train from Glasgow/Eastbourne.

Train services for motorists. Additional to the Car Sleeper trains mentioned above, British Railways have considerably extended these services. Apart from the Anglo-Scottish London/Newcastle/Edinburgh, one can bypass road traffic-jams in summer by, for example, using Car Sleeper services between: (1) Sutton Coldfield, Stirling and Inverness; (2) Newcastle, Sheffield and Exeter and (3) the West of England service from London to Newton Abbot (Devon) or St. Austell (Cornwall).

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